DOT HS 806 500

EVALUATION OF NHTSA MODIFIED VOLKSWAGEN RABBITS

MDB-TO-CAR SIDE IMPACT TEST OF A 19° CRABBED MOVING DEFORMABLE BARRIER TO A 1976 VOLKSWAGEN RABBIT AT 34.3 MPH

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FINAL REPORT
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PREPARED FOR:
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16. Abstract

This test report documents one of a series of twelve crash tests to evaluate the NHTSA's Modified Volkswagen Rabbits. Testing was conducted on a 1976 Volkswagen Rabbit 2-door hatchback with structural modification designated as Heavy Weight at the TRCO Crash Test Facility, East Liberty, Ohio. The test vehicle was impacted on the left side by a moving deformable barrier, crabbed to 19°, at 34.3 mph. Occupant responses of two side impact dummies were measured. One dummy was located in the driver's designated seating position and one was located in the left rear seating position. The test date was August 30, 1983 and the ambient temperature was 92°F.

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SECTION 1.0
PURPOSE AND INTRODUCTION

PURPOSE

The main purpose of this test was to evaluate the NHTSA fleet of modified Volkswagen Rabbits with and without padding. The vehicle was tested using conditions not currently contained in a Federal Motor Vehicle Safety Standard.

INTRODUCTION

A stationary 1976 Volkswagen Rabbit 2-door hatchback was impacted on the left side by a Moving Deformable Barrier (MDB) on August 30, 1983. The test was to simulate an intersection collision with the striking vehicle traveling at 26 mph and the struck vehicle traveling at 13 mph. The orientation angle of the striking vehicle was 60° counterclockwise with respect to the longitudinal axis of the struck vehicle. The impact point was to be 37 inches forward of the vehicle center of gravity which is defined by accident investigation to be the midpoint of the wheelbase.

To simulate this collision, the MDB was to be towed into the stationary Volkswagen Rabbit at 34.4 mph with the MDB's wheels crabbed clockwise to 19°. The actual test speed was 34.3 mph and the actual impact point was 37 inches forward of the midpoint of the Volkswagen Rabbit's wheelbase.

The vehicle was structurally modified to the level designated "Heavy Weight". The driver door and left rear occupant wall contained three inches of padding.

Section 2 contains General Test and Vehicle Parameter Data. Section 3 contains data required by R & D. Appendix A contains pre-test and post-test vehicle and dummy photographs. Appendix B contains Data Plots. Appendix C contains Dummy Certification Data.

SECTION 2.0
GENERAL TEST AND VEHICLE PARAMETER DATA

The following data sheets and photographs describe the General Test and Vehicle Parameter Data.

TEST VEHICLE INFORMATION

VEHICLE MANUFACTURER: Volkswagenwerk AG

MAKE/MODEL: Volkswagen Rabbit VIN: 1763260800

BODY STYLE: 2-Door Hatchback MODEL YEAR: 1976

NHTSA NO.: R & D COLOR: Blue

ENGINE DATA: TYPE: Transverse CYLINDERS: 4 DISPLACEMENT 97 CID

TRANSMISSION DATA: 4 Speed Manual

DATE VEHICLE RECEIVED: 8/8/83 ODOMETER READING: 61650

DEALER'S NAME AND ADDRESS: NA

ACCESSORIES:

POWER STEERING	Yes	AUTOMATIC TRANSMISSION	No
POWER BRAKES	Yes	AUTOMATIC SPEED CONTROL	No
POWER SEATS	No	TILTING STEERING WHEEL	No
POWER WINDOWS	No	TELESCOPING STEERING WHEEL	No
TINTED GLASS	Yes	AIR CONDITIONING	Yes
RADIO	No	ANTI-SKID BRAKE	No
CLOCK	No	REAR WINDOW DEFROSTER	Yes
OTHER			

REMARKS:

1. IS THE VEHICLE STOCK THROUGHOUT? No, structurally optimized.
2. DOES VEHICLE SHOW EVIDENCE OF PRIOR ACCIDENT HISTORY? Yes*
3. DOES VEHICLE SHOW ANY SIGNIFICANT CORROSION? Yes
4. CONDITION OF THE FRONT/REAR BUMPER AND FRAME: Good

DATA FROM CERTIFICATION LABEL ON LEFT DOOR FACE OR "B" POST:

VEHICLE MANUFACTURED BY: Volkswagenwerk AG

DATE OF MANUFACTURE: 3/76

GVWR: 2777 LBS.,

GAWR: FRONT 1609 LBS., REAR 1278 LBS.

*Upper right portion of grill is pushed in; chrome trim is missing from left rear quarter panel and from rocker panel on left side.

VEHICLE TIRE DATA

RECOMMENDED COLD TIRE PRESSURE: FRONT 27 psi; REAR 27 psi

TIRES ON VEHICLE (MFGR. & LINE, SIZE): Front - Sears Sport Radial 155SR13
Rear - Michelin ZX Radial 155SR13

BIAS PLY, BELTED, OR RADIAL: Radial

PLY RATING: 3

IS SPARE TIRE "SPACE SAVER"? No

IS SPARE TIRE STANDARD EQUIPMENT? Yes

WEIGHT OF TEST VEHICLE AS RECEIVED FROM DEALER (WITH MAXIMUM FLUIDS):

RIGHT FRONT	620	LBS.	RIGHT REAR	350	LBS.
LEFT FRONT	650	LBS.	LEFT REAR	370	LBS.

TOTAL FRONT WEIGHT 1270 LBS. (63.8 % OF TOTAL VEHICLE WEIGHT)

TOTAL REAR WEIGHT 720 LBS. (36.2 % OF TOTAL VEHICLE WEIGHT)

TOTAL DELIVERED WEIGHT 1990 LBS.

VEHICLE ATTITUDE (ALL DIMENSIONS IN INCHES):

DELIVERED ATTITUDE:	RF 26 1/16	;LF 25 3/16	;RR 25 3/8	;LR 24 13/16
PRE-TEST ATTITUDE:	RF 24 1/4	;LF 23 7/8	;RR 22 3/4	;LR 22 7/16
POST-TEST ATTITUDE:	RF 22 7/16	;LF 24 3/4	;RR 21 1/2	;LR 24 1/8

WEIGHT OF TEST VEHICLE WITH REQUIRED DUMMIES AND 162 LBS. CARGO:

RIGHT FRONT	670	LBS.	RIGHT REAR	545	LBS.
LEFT FRONT	710	LBS.	LEFT REAR	575	LBS.

TOTAL FRONT WEIGHT 1380 LBS. (55.2 % OF TOTAL VEHICLE WEIGHT)

TOTAL REAR WEIGHT 1120 LBS. (44.8 % OF TOTAL VEHICLE WEIGHT)

TOTAL TEST WEIGHT 2500 LBS.

WEIGHT OF BALLAST SECURED IN VEHICLE TRUNK AREA: 0 LBS.

TEST FLUID DATA

TEST FLUID TYPE: RED STODDARD SOLVENT #2; SPEC. GRAVITY: 0.764

KINEMATIC VISCOSITY: 0.99 CENTISTOKES

"USEABLE" CAPACITY*: 11.3 GALLONS

TEST VOLUME: 2.0 GALLONS

FUEL SYSTEM CAPACITY (DATA FROM OWNERS MANUAL): 10.0 GALLONS

DETAILS OF FUEL SYSTEM: DNA

ELECTRIC FUEL PUMP: No FUEL INJECTION: No

DOES ELECTRIC FUEL PUMP OPERATE WITH IGNITION SWITCH "ON" AND THE ENGINE NOT OPERATING?

DATA FROM "RECOMMENDED TIRE PRESSURE" LABEL ON DOOR, POST, GLOVEBOX, ETC.

VEHICLE LOAD (UP TO CAPACITY): FRONT 27 psi; REAR 27 psi

RECOMMENDED TIRE SIZE: 155 SR 13 LOAD RANGE X B, C,

VEHICLE CAPACITY: TYPES OF SEATS: Front - Bucket
Rear - Bench

NUMBER OF OCCUPANTS (DESIGNATED SEATING CAPACITY): 2 FRONT
2 REAR
4 TOTAL

CARGO LOAD 142 LBS.

TOTAL 642 LBS.

*WITH ENTIRE FUEL SYSTEM FILLED WITH FUEL TANK THROUGH CARBURETOR BOWL.

TEST CONDITIONS

TEST NUMBER: 830830

DATE OF TEST: August 30, 1983 TIME OF TEST: 13:20

WIND VELOCITY: 3-6 234° SW HUMIDITY: 40%

AMBIENT TEMPERATURE AT IMPACT AREA: 92° F

TEMPERATURE IN OCCUPANT COMPARTMENT: 78° F

SUBJECT VEHICLE DATA

	ACTUAL	INTENDED
VEHICLE TEST WEIGHT (LBS.)	2500	2480
MDB TEST WEIGHT (LBS.)	2990	3000
MDB VELOCITY (MPH)*	34.3	34.4
IMPACT POINT (INCHES)**	37.	37

DUMMIES

	DRIVER	MIDDLE PASSENGER	RT. FRONT PASSENGER	LEFT REAR PASSENGER	RT. REAR PASSENGER
TYPE:	SID			SID	
SERIAL NO.:	06			U02	
INSTRUMENTATION:					
HEAD ACCEL.:	Yes			Yes	
CHEST ACCEL.:	Yes (Upper/Lower)			Yes (Upper/Lower)	
FEMUR L.C.'S:	No			No	
OTHER:	Pelvis/Ribs			Pelvis/Ribs	

RESTRAINT SYSTEM: Both dummies were unrestrained

* As measured over final one foot of travel.

** As measured forward of the midpoint of the Volkswagen's wheelbase.

GENERAL TEST AND VEHICLE PARAMETER DATA

VISIBLE DUMMY CONTACT POINTS:

	DRIVER # 06	PASSENGER # U02
Head	Left Side Window	Left Side Header
Chest	Padding	Padding
Abdomen	Padding	Padding
Left Knee	Padding	Left Quarter Panel
Right Knee	Left Knee	Left Knee

DOOR OPENING:

	LEFT	RIGHT
Front	Tools Required	Easy
Rear	DNA	DNA

SEAT MOVEMENT:

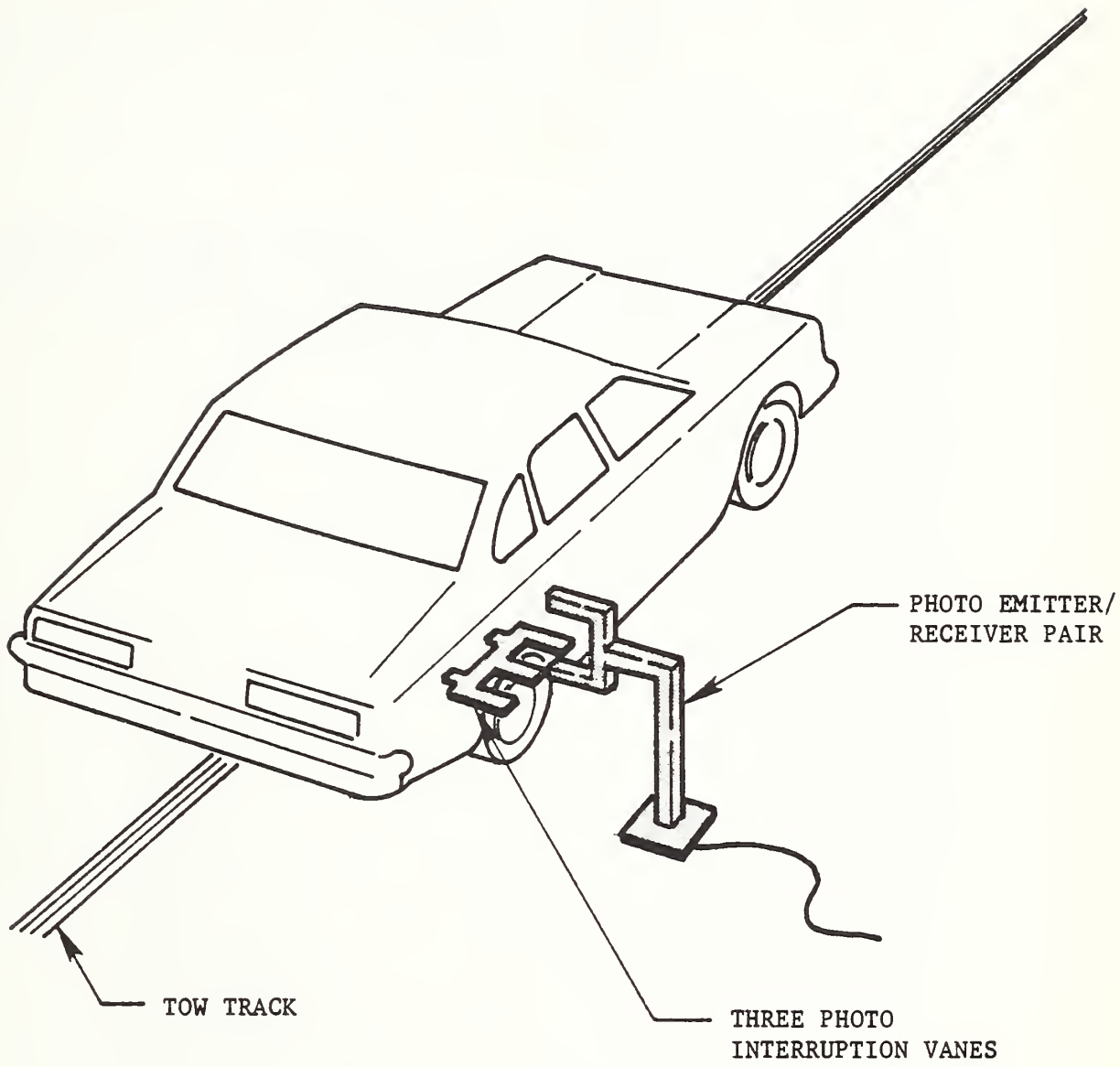
	SEAT BACK FAILURE	SEAT SHIFT
Front	No	No
Rear	No	No

GLAZING DAMAGE:

Windshield cracked, driver window shattered, left rear side window separated intact, no backlight damage.

OTHER NOTABLE IMPACT EFFECTS:

Door sill deformed upward.



The final vane is located two inches before impact.

The vanes have one foot spacing.

VEHICLE TEST WEIGHT CALCULATION

Test Weight = Unloaded Delivered Weight +
Number of Dummies X 174 lbs. +
Cargo Weight
= 1990 + 2 X 174 + 142 lbs.
= 2480 lbs.

To achieve test weight, 2 gallons of Stoddard Solvent was added in the fuel tank. The weight of the test vehicle was measured by placing each wheel on a Loadmeter Corporation Hiway Loadometer.

TEST ANOMALIES

The film in high speed camera #8, located in the front passenger window viewing driver kinematics, broke on start-up. The mechanical components of the camera were checked post-test, but no faults were found.

SECTION 3.0

DATA REQUIRED BY R&D

The following pages are included in this section:

1. Dummy temperature control and positioning data
2. Dummy kinematic summary
3. Vehicle crush data
4. Dummy and vehicle accelerometer location and data summary
5. High speed camera information
6. Transducer information

DUMMY TEMPERATURE CONTROL AND POSITIONING

The vehicle was kept inside the temperature controlled crash test building until approximately 2 hours prior to the test. Temperature inside the vehicle and ambient temperature at the crash area were recorded. Dummy temperature while outside the crash test building was maintained portably until approximately 1 minute prior to the test.

The following table summarizes the steps taken to position the instrumented, calibrated dummies in the test vehicle.

DUMMY PLACEMENT AND POSITIONING

SIDE IMPACT DUMMY*	DRIVER DSP	REAR PASSENGER DSP
HEAD	Surface of transverse instrument mounting platform is as horizontal as possible without inducing torso movement & midsagittal plane falls in longitudinal plane.	Surface of transverse instrument mounting platform is as horizontal as possible without inducing torso movement & midsagittal plane falls in longitudinal plane.
UPPER TORSO	Placed against seat back. Midsagittal plane is vertical and centered on bucket seat.	Placed against seat back. Midsagittal plane is vertical and contained in the same longitudinal plane as the driver's midsagittal plane.
LOWER TORSO	Midsagittal plane is vertical and centered on bucket seat.	Midsagittal plane is vertical and contained in the same longitudinal plane as the driver's midsagittal plane.
UPPER LEGS (thighs or femurs)	Placed against seat cushion. Planes defined by femur and tibia centerlines are as close as possible to vertical.	Placed against seat cushion. Planes defined by femur and tibia centerlines are as close as possible to vertical.
KNEES	Knees set 14.5" apart between pivot bolt head outer surfaces. Outer surface of right knee pivot bolt is 8.6" from midsagittal plane of dummy. Outer surface of left knee pivot bolt is 5.9" from midsagittal plane of dummy.	Located so that planes defined by femur and tibia centerlines are as close as possible to vertical.
LOWER LEGS	Plane defined by femur and tibia centerlines are as close as possible to vertical longitudinal plane.	Plane defined by femur and tibia centerlines are as close as possible to vertical longitudinal plane.
RIGHT FOOT	Placed on undepressed accelerator pedal -- rearmost point of heel on floorplan in plane of pedal.	Centerline falls in vertical longitudinal plane. Placed on floor as far forward as possible without front seat interference.
LEFT FOOT**	Placed on toeboard -- rearmost point of heel on floorpan as close as possible to intersection of toeboard and floorpan. Centerline falls in vertical longitudinal plane.	Centerline falls in vertical longitudinal plane. Placed on floor as far forward as possible without front seat interference.

*NOTE: THE SIDE IMPACT DUMMY DOES NOT INCLUDE ARMS.
** Due to structural modifications, the left foot was turned inward.

DUMMY IN-VEHICLE POSITION RECORDING SHEET

VEHICLE NHTSA NO. R & D

MFR./MAKE/MODEL: Volkswagen Rabbit

FRONT SEAT TYPE: ____ BENCH
X BUCKET
____ SPLIT BENCH

ADJUSTER TYPE: X MANUAL
____ POWER

BUCKET SEAT BACK TYPE: X FIXED
____ ADJUSTABLE

TECHNICIANS:
1. J. Kokoruda
2. M. Garrison
3.

POSITIONING DATE: 8/30/83

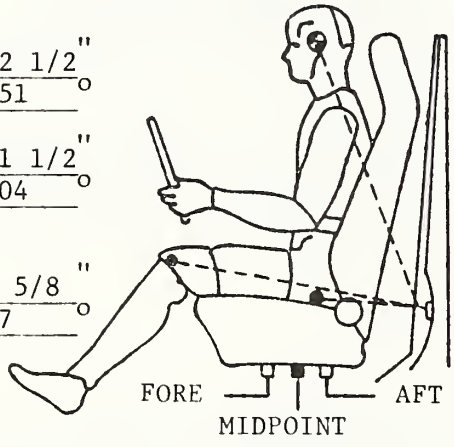
AMBIENT TEMP.: 71° F. TIME: 7:00 AM

DRIVER DUMMY # 06

HEAD 22 1/2" TARGET* 51°

KNEE 31 1/2" JOINT 104°

APPROX. "H" 19 5/8" POINT 127°

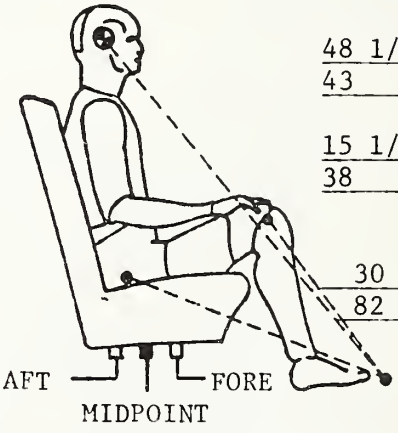


REAR PASSENGER DUMMY # U02

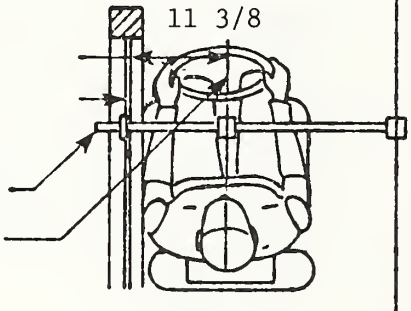
48 1/2" HEAD 43° TARGET**

15 1/2" KNEE 38° JOINT

APPROX. 30" "H" 82° POINT†

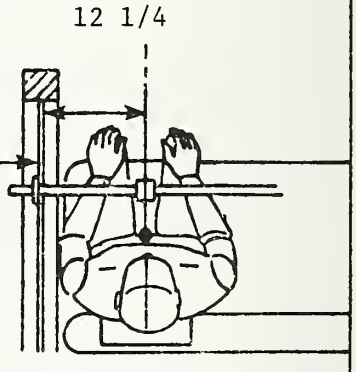


DOOR GLASS HEIGHT***9 3/4



DRIVER DUMMY # 06

DOOR GLASS HEIGHT ___ DNA



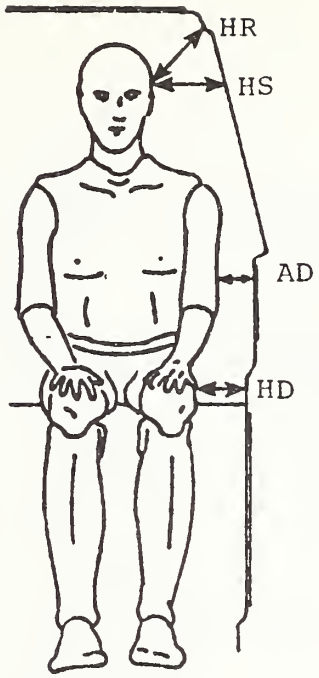
PASSENGER DUMMY # U02

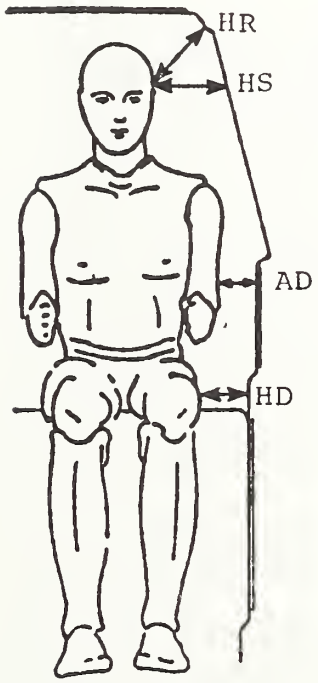
*All driver dummy dimensions referenced to top of striker bolt and all angles referenced to vertical.

**All passenger dummy dimensions referenced to front seat back latch bolt with front seat in mid-position and all angles referenced to vertical.

***Door glass height is equal on the right and left side of vehicle at dummy nose level.

†Due to structural modifications interference, the "H" Point location was estimated.

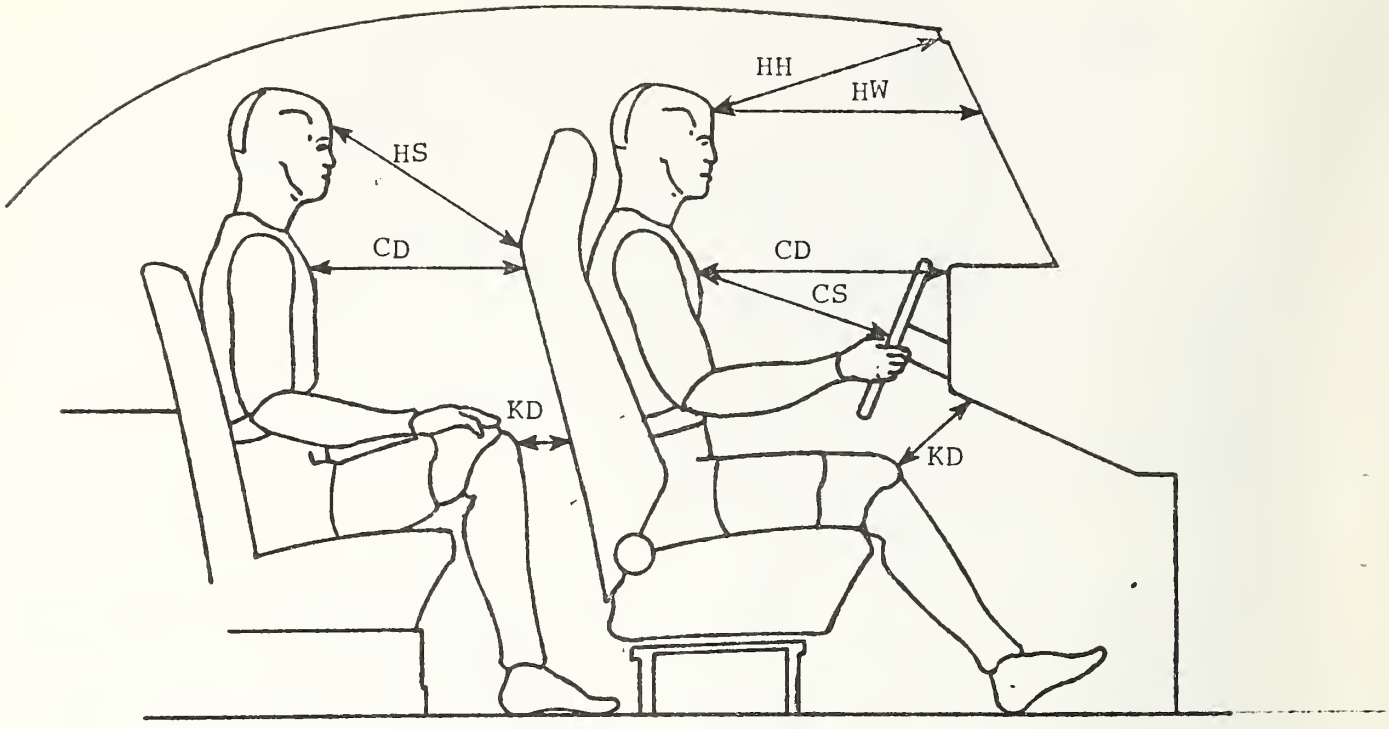




	06 DRIVER	U02 PASSENGER
HR	5 1/8	7 3/16
HS	7 1/2	9 3/16
AD	0	7/8
HD	2 1/4	2 1/2

NOTE: ALL MEASUREMENTS IN INCHES

DUMMY LATERAL CLEARANCE DIMENSIONS



	06	U02
	DRIVER	PASSENGER
HH	10 3/4	DNA
HW	18 3/4	DNA
HS	DNA	21 1/2
CD	20	18
CS	11 5/8	DNA
KDL	4 1/8	4
KDR	4 7/8	4 3/16

NOTE: ALL MEASUREMENTS IN INCHES

DUMMY LONGITUDINAL CLEARANCE DIMENSIONS

DRIVER

During impact, the dummy's torso contacted the padded driver's door and the head contacted the driver's window and may have contacted the top of the deformable barrier although no clear physical evidence of barrier contact exists. The dummy rebounded from the driver's door and its buttocks passed through the passenger's side window. The dummy came to rest sitting upright across the front bucket seats facing the driver's side.

PASSENGER

During impact, the dummy's torso contacted the padded left rear occupant side wall and the head contacted the side window and side header. The dummy rebounded and struck the right rear occupant side wall with the left shoulder passing partially through the right rear passenger window. The dummy came to rest laying across the rear bench seat with its head laying on the right rear window sill.

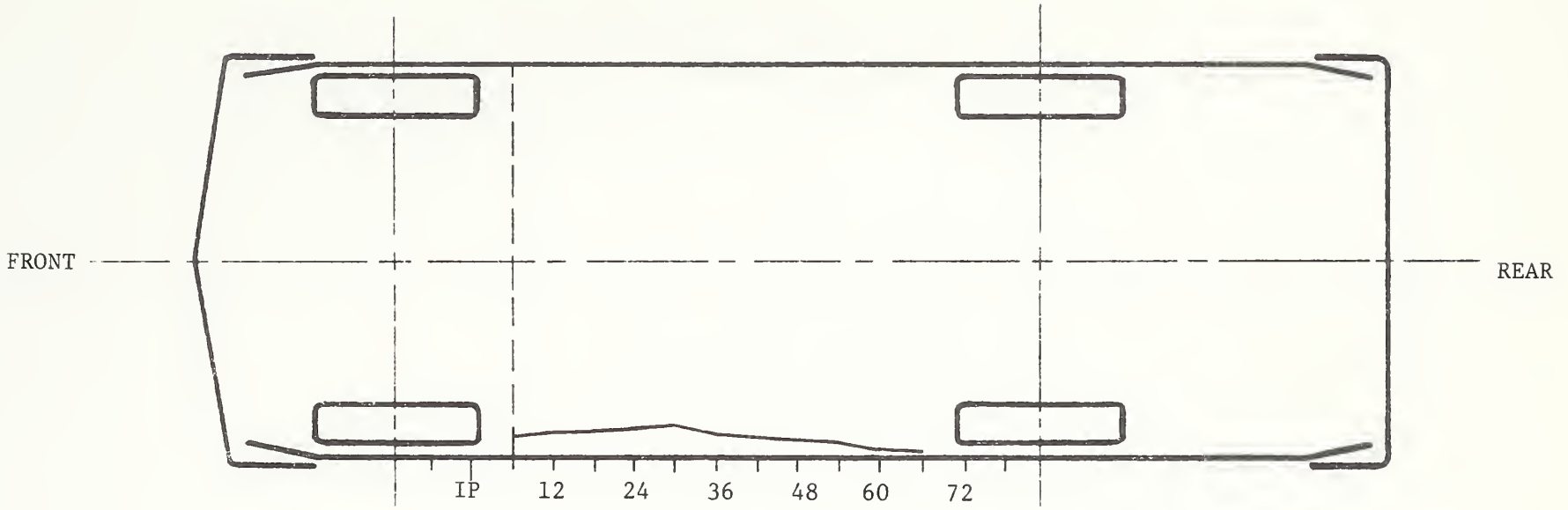
VEHICLE EXTERIOR PROFILES AND STATIC CRUSH

ZERO DISTANCE AT PROJECTED IMPACT POINT*

LOCATION	HEIGHT (in)	6	0	6	12	18	24	30	36	42	48	54	60	66	72	78
PRE-TEST PROFILE (DISTANCE IN INCHES FROM REFERENCE PLANE**)																
Axle Height	8.6	X	X	18.1	18.8	18.8	18.8	18.9	19.0	19.0	19.1	19.1	19.1	19.3	X	X
H-Point	16.3	X	X	16.8	16.7	16.7	16.6	16.7	16.8	16.8	17.0	17.1	17.3	X	X	X
Mid Door	22.7	15.8	16.7	16.6	16.6	16.6	16.5	16.5	16.5	16.5	16.6	16.7	16.8	16.8	17.1	X
Window Sill	33.3	X	18.8	18.8	18.5	18.3	18.1	18.0	18.0	18.0	18.0	18.0	18.2	18.1	18.2	18.2
Window Top	51.9	X	X	X	X	X	26.5	26.1	26.0	25.9	25.7	25.8	25.8	25.9	26.3	26.7
POST-TEST PROFILE (DISTANCE IN INCHES FROM REFERENCE PLANE**)																
Axle Height	8.6	X	X	21.3	23.0	23.1	23.4	24.0	22.9	22.5	22.0	21.6	20.7	20.6	X	X
H-Point	16.3	X	X	23.5	25.0	26.9	27.8	27.9	27.0	25.0	23.0	22.4	20.4	X	X	X
Mid Door	22.7	21.3	22.4	21.9	24.7	26.5	27.8	27.4	26.3	24.5	23.0	22.0	20.1	19.1	18.5	X
Window Sill	33.3	X	21.2	23.4	25.6	27.7	27.2	25.3	23.1	21.8	22.9	21.0	20.4	20.1	19.8	20.3
Window Top	51.9	X	X	X	X	X	28.6	28.0	27.7	27.5	27.4	27.4	27.4	27.4	27.5	27.8
STATIC CRUSH (IN)																
Axle Height	8.6	X	X	3.2	4.2	4.3	4.6	5.1	3.9	3.5	2.9	2.5	1.6	1.3	X	X
H-Point	16.3	X	X	6.7	8.3	10.2	11.2	11.2	10.2	8.2	6.0	5.3	3.1	X	X	X
Mid Door	22.7	5.5	5.7	5.3	8.1	9.9	11.3	10.9	9.8	8.0	6.4	5.3	3.3	2.3	1.4	X
Window Sill	33.3	X	2.4	4.6	7.1	9.4	9.1	7.3	5.1	3.8	4.9	3.0	2.2	2.0	1.6	2.1
Window Top	51.9	X	X	X	X	X	2.1	1.9	1.7	1.6	1.7	1.6	1.6	1.5	1.2	1.1

* Projected impact point is 37 inches forward of driver's side wheelbase midpoint. Column readings are front to rear from left to right.
** Reference plane is parallel to and 48 inches from the vehicle longitudinal centerline.

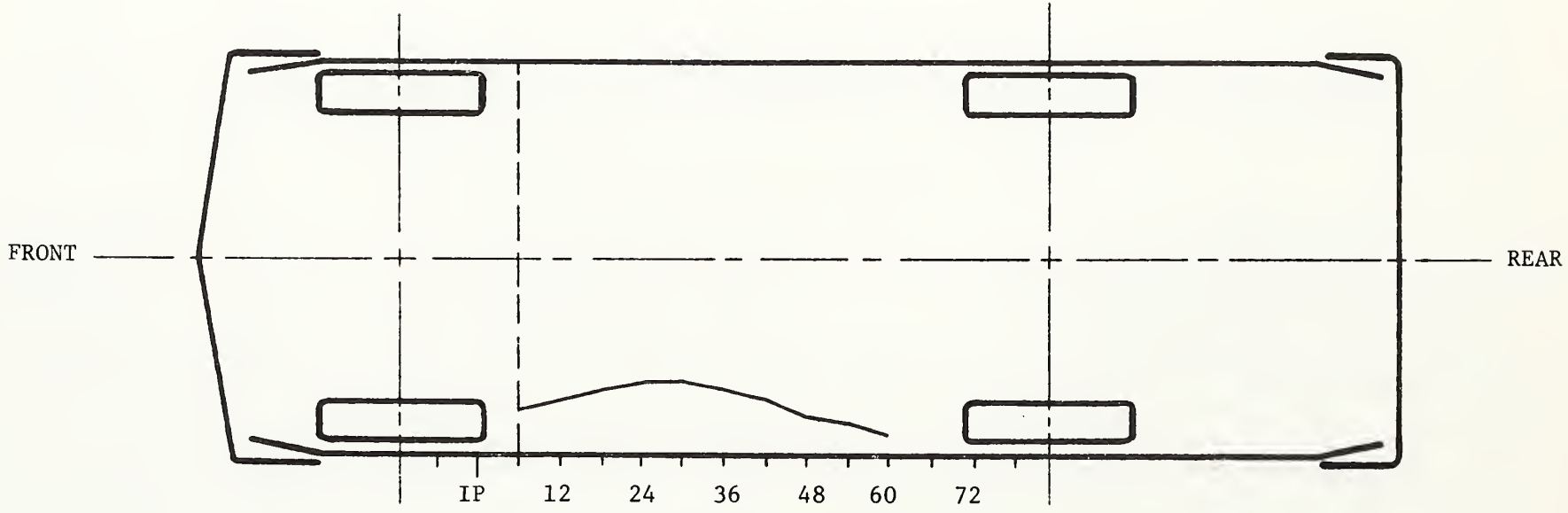
VEHICLE EXTERIOR STATIC CRUSH PROFILE



Profile level equals axle height.

IP equals projected impact point.

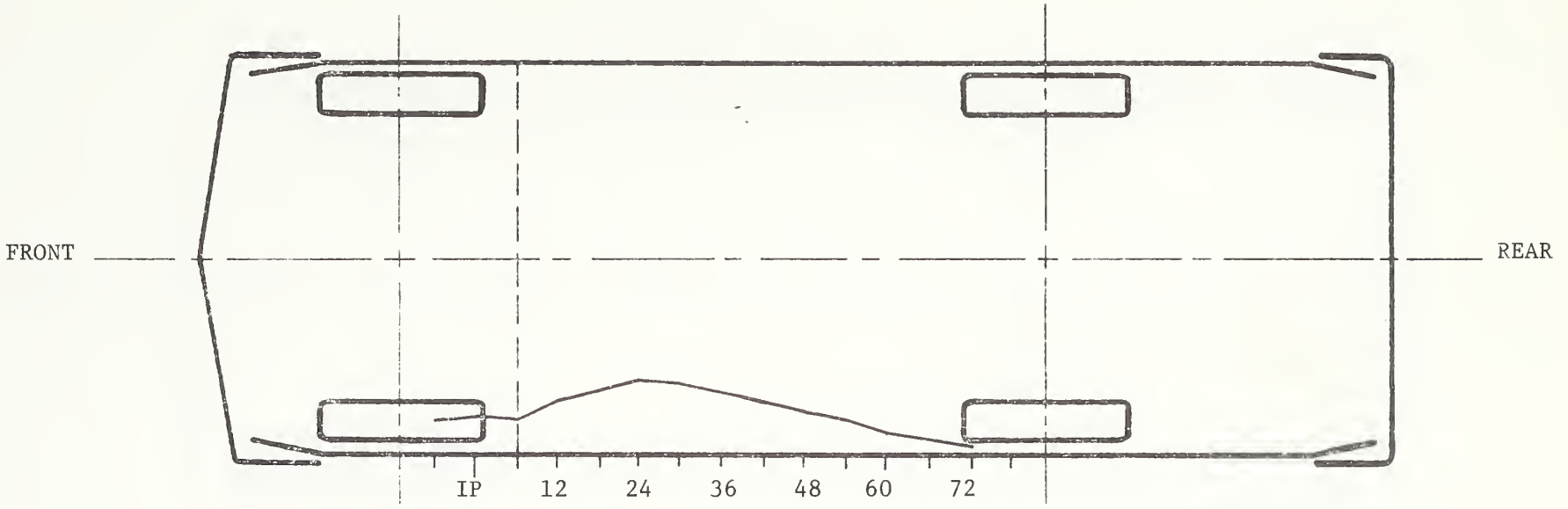
VEHICLE EXTERIOR STATIC CRUSH PROFILE



Profile level equals H-Point height.

IP equals projected impact point.

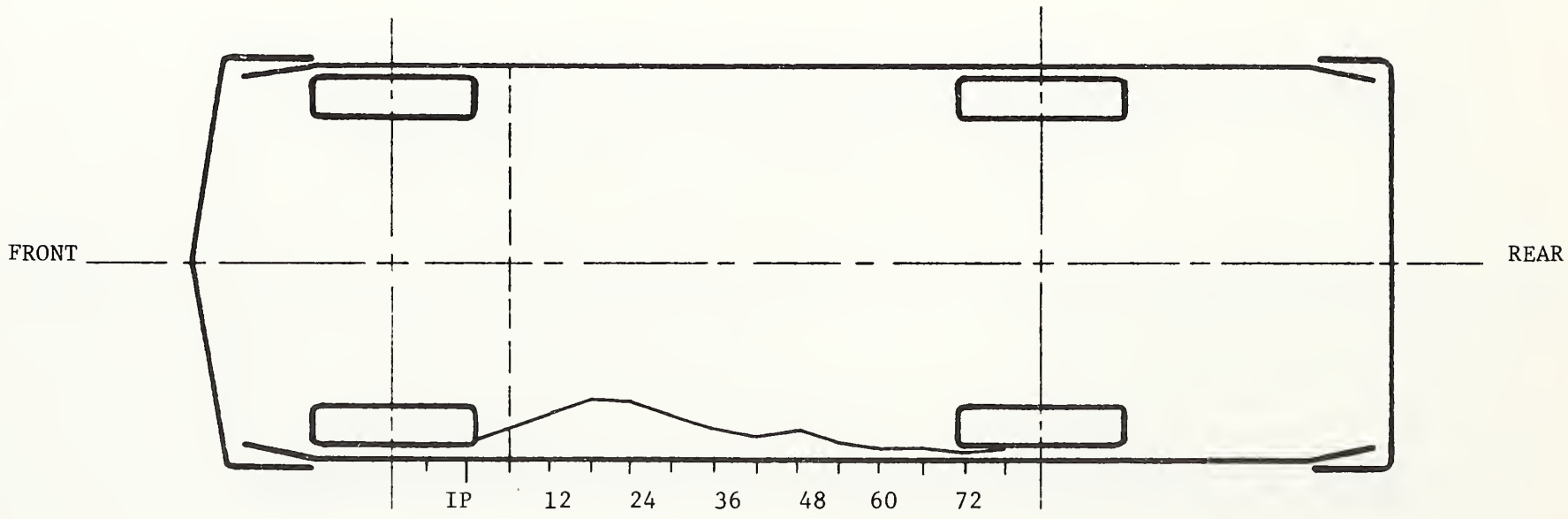
VEHICLE EXTERIOR STATIC CRUSH PROFILE



Profile level equals mid-door height.

IP equals projected impact point.

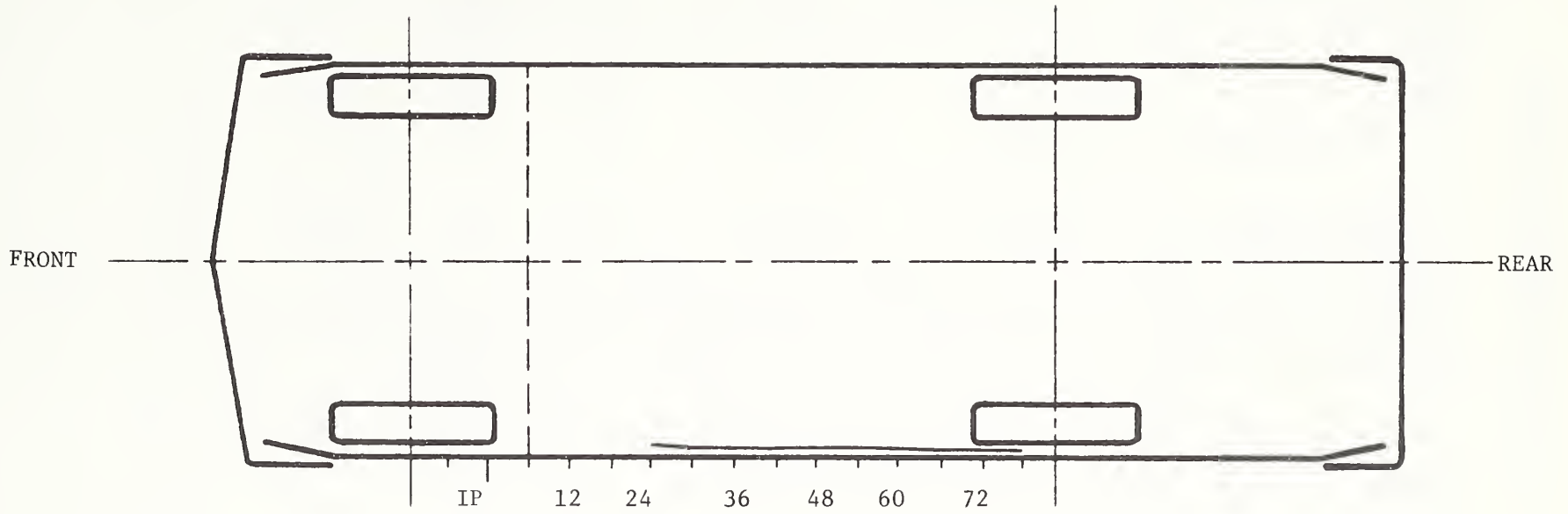
VEHICLE EXTERIOR STATIC CRUSH PROFILE



Profile level equals window sill height.

IP equals projected impact point.

VEHICLE EXTERIOR STATIC CRUSH PROFILE



Profile level equals window top height.

IP equals projected impact point.

SIDE IMPACT DUMMY DATA SUMMARY

	DRIVER DUMMY				PASSENGER DUMMY			
	POSITIVE DIRECTION*		NEGATIVE DIRECTION**		POSITIVE DIRECTION*		NEGATIVE DIRECTION**	
	MAX (g)	TIME (msec)	MAX (g)	TIME (msec)	MAX (g)	TIME (msec)	MAX (g)	TIME (msec)
HEAD ACCELERATION								
LONGITUDINAL	11.79	161.88	63.93	114.88	6.77	310.50	25.37	82.38
LATERAL	38.16	114.88	11.15	190.13	68.03	81.38	9.73	167.13
VERTICAL	5.55	47.63	47.43	90.75	29.93	115.25	18.99	83.88
RESULTANT		78.49 @ 114.88				72.85 @ 81.38		
HIC	309.12 from 70.75 to 119.38				238.26 from 77.50 to 86.13			
CHEST ACCELERATION								
UPPER SPINE								
LONGITUDINAL	10.66	93.75	13.31	79.38	4.76	340.00	16.91	96.88
LATERAL (P)***	63.55	72.50	9.67	91.87	25.95	101.25	8.10	338.75
LATERAL (R)***	64.60	72.50	9.18	91.25	26.36	101.88	7.54	338.75
VERTICAL	3.44	48.13	10.60	70.00	6.32	77.50	7.05	114.37
RESULTANT (P)		65.23 @ 72.50				30.33 @ 100.63		
RESULTANT (R)		66.25 @ 72.50				30.62 @ 100.63		
DELTA V (MPH)****		20.6 @ 82.50 (P)				18.6 @ 123.75 (P)		
		20.1 @ 83.13 (R)				18.8 @ 123.13 (R)		
LOWER SPINE								
LONGITUDINAL	33.76	59.38	16.50	85.00	6.20	218.13	22.85	101.25
LATERAL (P)	58.61	61.87	23.15	84.38	32.56	100.63	5.64	119.38
LATERAL (R)	58.81	63.13	22.92	85.00	32.92	100.63	5.42	119.38
VERTICAL	8.64	65.00	3.39	100.63	9.70	95.63	4.37	135.62
RESULTANT (P)		64.52 @ 60.00				40.02 @ 100.63		
RESULTANT (R)		60.13 @ 60.62				40.31 @ 100.63		
DELTA V (MPH)		27.9 @ 77.50 (P)				21.7 @ 113.13 (P)		
		27.7 @ 77.50 (R)				22.2 @ 113.13 (R)		
LEFT UPPER RIB								
LATERAL (P)	54.66	66.87	12.64	94.38	42.42	160.00	14.90	165.00
LATERAL (R)	53.69	66.25	15.19	94.38	42.88	160.00	16.44	165.62
DELTA V (MPH)		23.2 @ 91.25 (P)				22.7 @ 130.00 (P)		
		23.2 @ 91.88 (R)				21.8 @ 127.50 (R)		
LEFT LOWER RIB								
LATERAL (P)	60.17	56.87	25.67	89.38	35.33	160.00	17.94	165.62
LATERAL (R)	61.90	56.87	23.60	89.38	35.34	160.00	18.59	165.00
DELTA V (MPH)		24.3 @ 86.25 (P)				22.3 @ 121.88 (P)		
		24.9 @ 85.63 (R)				20.4 @ 121.88 (R)		
PELVIS ACCELERATION								
LONGITUDINAL	7.29	76.00	16.22	65.63	4.91	132.50	25.97	91.75
LATERAL	64.42	53.38	8.62	102.50	57.57	80.75°	5.06	206.88
VERTICAL	10.95	60.88	6.97	54.75	11.38	101.38	4.92	132.13
RESULTANT		64.82 @ 53.63				59.36 @ 80.63°		
DELTA V (MPH)		27.3 @ 84.88				22.7 @ 128.25°		

SIDE IMPACT DUMMY DATA SUMMARY CONTD

	DRIVER DUMMY				PASSENGER DUMMY			
	POSITIVE DIRECTION*		NEGATIVE DIRECTION**		POSITIVE DIRECTION*		NEGATIVE DIRECTION**	
	MAX (in)	TIME (msec)	MAX (in)	TIME (msec)	MAX (in)	TIME (msec)	MAX (in)	TIME (msec)
RIB DEFLECTION †	0.06	277.88	1.90	132.13	0.10	164.25	1.90	116.88

* LONGITUDINAL:	FORWARD	**LONGITUDINAL:	REARWARD
LATERAL:	RIGHTWARD	LATERAL:	LEFTWARD
VERTICAL:	UPWARD	VERTICAL:	DOWNWARD

*** (P) = Primary Sensor, (R) = Redundant Sensor

**** For dummy channels, Delta V is the velocity change at the approximate time of separation from the contact area.

† Compression: Negative

o The CTM has judged that intermittent rattling may have occured in this channel and therefore the peak values reported are questionable as are applicable resultants and Delta V's.

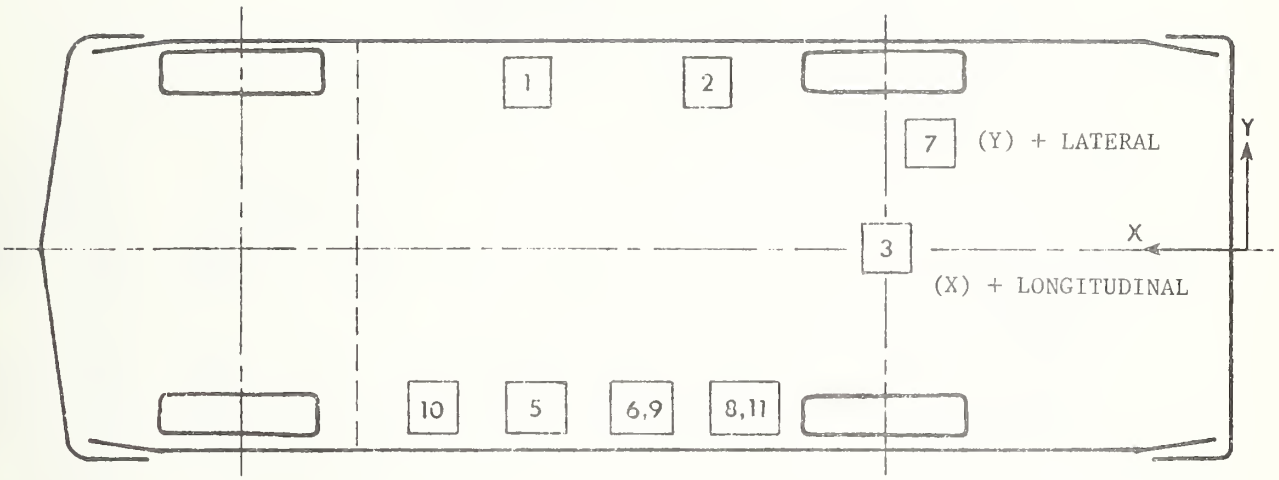
VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY

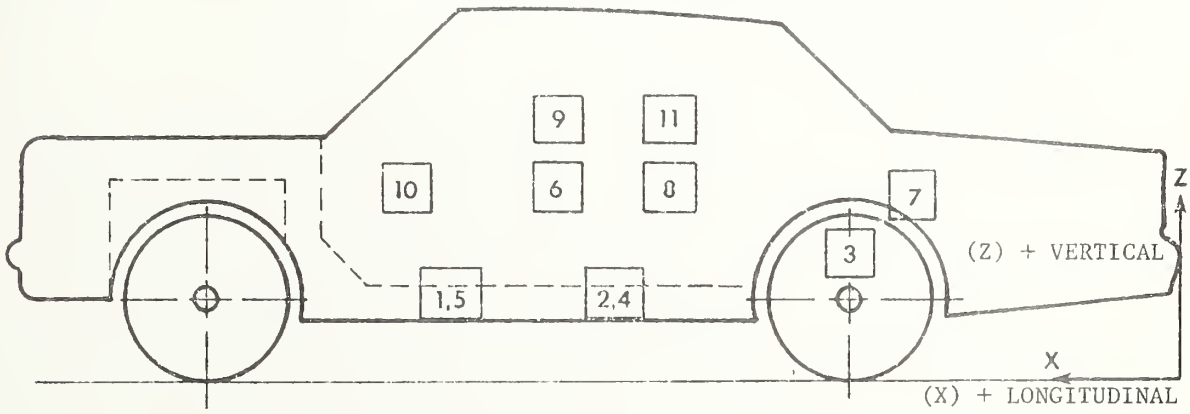
NO.	LOCATION	X*	Y*	Z*		POSITIVE DIRECTION MAX (g)	POSITIVE DIRECTION TIME (msec)	NEGATIVE DIRECTION MAX (g)	NEGATIVE DIRECTION TIME (msec)
1	RIGHT SILL AT FRONT SEAT	83.7	23.6	9.8					
	(LONGITUDINAL)				Δ V = -6.2 mph @ 135.00 msec	1.05	33.38	6.92	16.88
	(LATERAL)				Δ V = 12.8 mph @ 135.00 msec	10.64	62.50	2.01	155.88
	(VERTICAL)					3.45	86.00	2.92	54.75
	(RESULTANT)						11.51 @ 15.63		
2	RIGHT SILL AT REAR SEAT	61.4	23.6	8.1					
	(LONGITUDINAL)				Δ V = -5.2 mph @ 135.00 msec	1.69	33.38	6.77	17.00
	(LATERAL)				Δ V = 14.8 mph @ 135.00 msec	13.31	62.38	2.44	137.35
	(VERTICAL)					2.75	62.63	4.18	39.63
	(RESULTANT)						13.72 @ 62.38		
3	REAR DECK OVER AXLE	31.7	0.0	7.4					
	(LONGITUDINAL)				Δ V = -7.7 mph @ 135.00 msec	2.42	163.88	7.72	75.25
	(LATERAL)				Δ V = 16.4 mph @ 135.00 msec	14.68	71.50	3.45	120.13
	(VERTICAL)					3.53	164.25	5.22	92.13
	(RESULTANT)						15.99 @ 74.50		
4	LEFT SILL AT REAR SEAT	61.1	-23.7	8.2					
	(LATERAL)				Δ V = 12.9 mph @ 135.00 msec	15.56	62.13	2.10	136.50
5	LEFT SILL AT FRONT SEAT	83.6	-23.7	10.1					
	(LATERAL)				Δ V = 6.4 mph @ 135.00 msec	19.00	65.63	20.98	72.13
6	LEFT FRONT DOOR CENTERLINE	81.0	-25.9	24.4					
	(LATERAL)				Δ V =11.9 mph @ 135.00 msec	87.13	34.63	37.78	51.88
7	RIGHT REAR COMPARTMENT	31.6	15.5	14.2					
	(LONGITUDINAL)					1.94	33.25	7.16	17.00
8	MIDREAR OF LEFT FRONT DOOR	60.6	-25.9	25.1					
	(LATERAL)				Δ V = 15.3 mph @ 135.00 msec	76.42	61.13	23.72	83.75
9	UPPER LEFT FRONT DOOR CENTERLINE	82.0	-25.6	33.5					
	(LATERAL)				ΔV = 0.4 mph @ 135.00 msec	124.96	42.38	150.41	52.38
10	MIDFRONT OF LEFT FRONT DOOR	99.6	-25.9	23.0					
	(LATERAL)				ΔV = 9.9 mph @ 135.00 msec	63.44	13.25	51.85	38.25
11	UPPER REAR OF LEFT FRONT DOOR	70.8	-25.6	33.9					
	(LATERAL)				ΔV = 8.8 mph @ 135.00 msec	67.38	61.13	45.05	51.25

* Reference: X - Rear Bumper (+ Forward), Y - Vehicle Centerline (+ To Right), Z - Ground Level (+ Up)

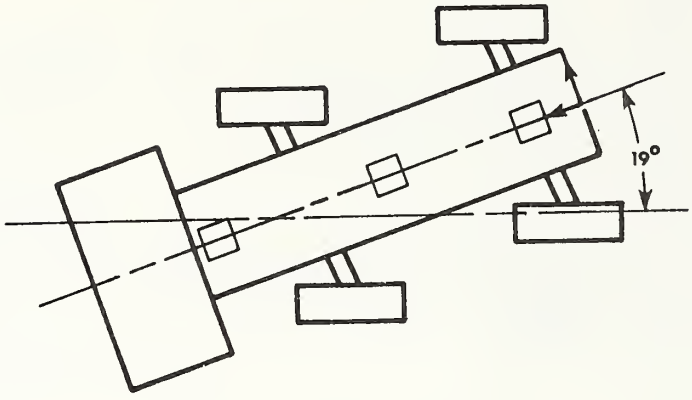
All measurements of accelerometer locations in inches.

VEHICLE ACCELEROMETER LOCATIONS





MOVING BARRIER ACCELEROMETER LOCATIONS AND DATA SUMMARY



NO.	LOCATION	X*	Y*	Z*	POSITIVE DIRECTION MAX (g)	POSITIVE DIRECTION TIME (msec)	NEGATIVE DIRECTION MAX (g)	NEGATIVE DIRECTION TIME (msec)
1	CENTER OF GRAVITY	74.5	0.0	11.5				
	(LONGITUDINAL)	Δ V = -15.1 mph @ 135.00 msec			0.55	214.88	10.98	63.50
	(LATERAL)	Δ V = 0.4 mph @ 135.00 msec			1.56	102.88	2.06	39.75
	(VERTICAL)				6.91	81.63	5.59	51.38
	(RESULTANT)					12.73 @ 63.38		
2	FRONT FRAME MEMBER	130.3	0.0	11.3				
	(LONGITUDINAL)	Δ V = -14.4 mph @ 135.00 msec			0.55	235.50	10.67	64.13
3	REAR FRAME MEMBER	23.3	0.0	11.5				
	(LONGITUDINAL)	Δ V = -14.6 mph @ 135.00 msec			0.69	289.38	10.44	63.25

* Reference: X - Rear Most Point of Frame (+ To Forward), Y - Barrier Centerline (+ To Right), Z - Ground Level (+ To Up)

All measurements of accelerometer locations in inches.

HIGH SPEED CAMERA INFORMATION

CAMERA NO.	LOCATION	TYPE	LENS (mm)	SPEED (fps)	PURPOSE OF CAMERA DATA
1	Overhead	Photosonics 1B	8	775	Vehicle Dynamics
2	Overhead	Photosonics 1B	25	812	Close-up of Impact Point
3	Onboard MDB	Stalex	25	500	Close-up of Impact Point
4	Onboard MDB	Photosonics 1B	13	780	Driver Kinematics
5	Ground Level - Right Side	Hycam	25	770	Overall View
6	Ground Level - Left Side	Photosonics 1B	17	825	Overall View
7	Onboard Vehicle	Photosonics 1B	8	822	Driver Kinematics - Front View
8	Onboard Vehicle	Photosonics 1B	8		Driver Kinematics
9	Onboard Vehicle	Photosonics 1B	8	795	Passenger Kinematics

NOTE: CAMERAS ARE NUMBERED ACCORDING TO SPLICING SEQUENCE OF FILM. (24 fps) REAL TIME MOVIE FILM COVERAGE OF PRE-CRASH, POST-CRASH AND CRASH EVENT SPLICED AT START AND END OF FILM.

LOCATIONS OF OFFBOARD HIGH SPEED CAMERAS

CAMERA NO.	X	Y	Z
1	0	-57"	23'
2	0	-57"	23'
5	+26'4"	+60'	45"
6	-19'7"	-11'3"	45"

Origin of Coordinate System is Point of Impact

+X = Forward with Respect to Striking Vehicle's Velocity Vector
+Y = Rightward with Respect to Striking Vehicle's Velocity Vector
+Z = Upward with Respect to Striking Vehicle's Velocity Vector

NON-GOVERNMENT FURNISHED TRANSDUCER INFORMATION

PARAMETER BEING MEASURED	TYPE OF TRANSDUCER	MODEL NUMBER	SERIAL NUMBER	MFGR.	DATE OF LAST CALIBRATION	SENSITIVITY	DESIRED FULL SCALE (ENGR. UNITS)
BCGXG	Accel	4-202-0001	18845	Bell Howell	8/9/83	.236 MV/G	50 G
BCGYG	Accel	4-202-0001	18858	Bell Howell	8/9/83	.2385 MV/G	50 G
BCGZG	Accel	4-202-0001	18857	Bell Howell	8/9/83	.2385 MV/G	50 G
BFCXG	Accel	4-202-0001	18240	Bell Howell	8/9/83	.2385 MV/G	50 G
BRCXG	Accel	4-202-0001	19022	Bell Howell	8/9/83	.221 MV/G	50 G

All dummy and struck vehicle accelerometers were Government Furnished Equipment and were Endevco 2264 Accelerometers.

APPENDIX A

PHOTOGRAPHS

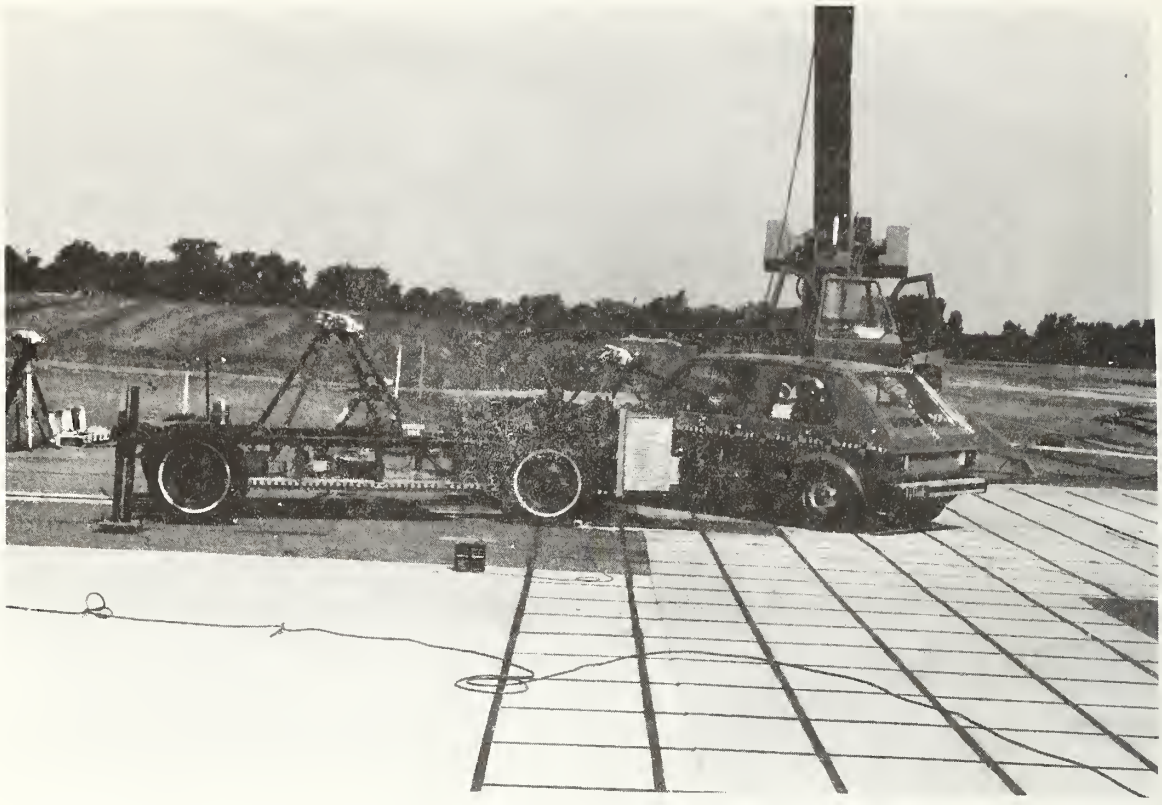


Figure A-1. PRE-TEST OVERALL - VIEW 1

Figure A-2. PRE-TEST OVERALL - VIEW 2

Figure A-3. PRE-TEST OVERALL - VIEW 3

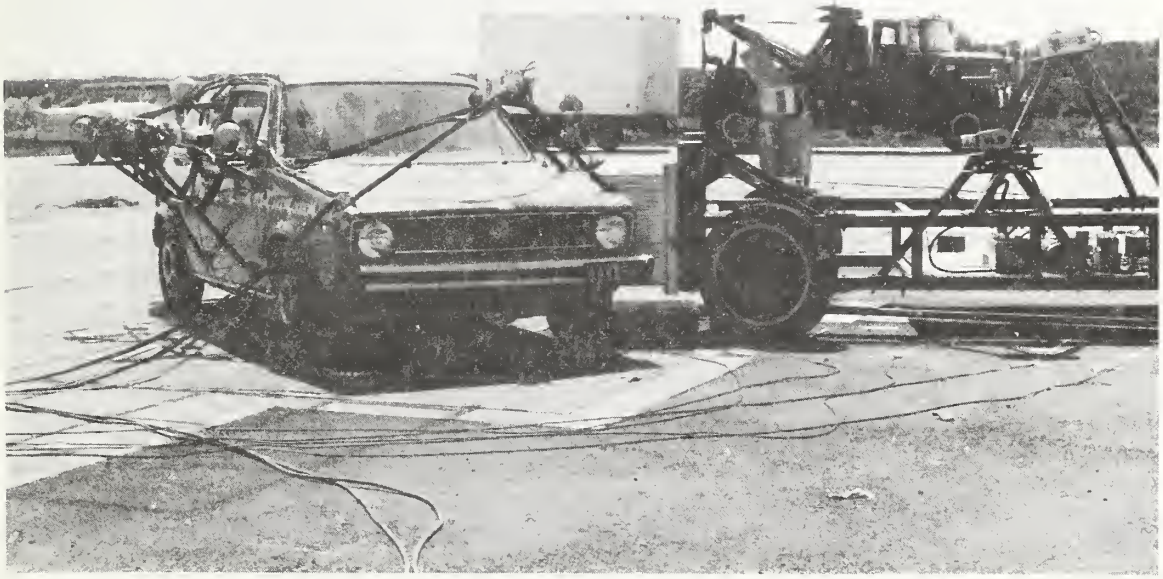


Figure A-5. PRE-TEST CLOSEUP - VIEW 1

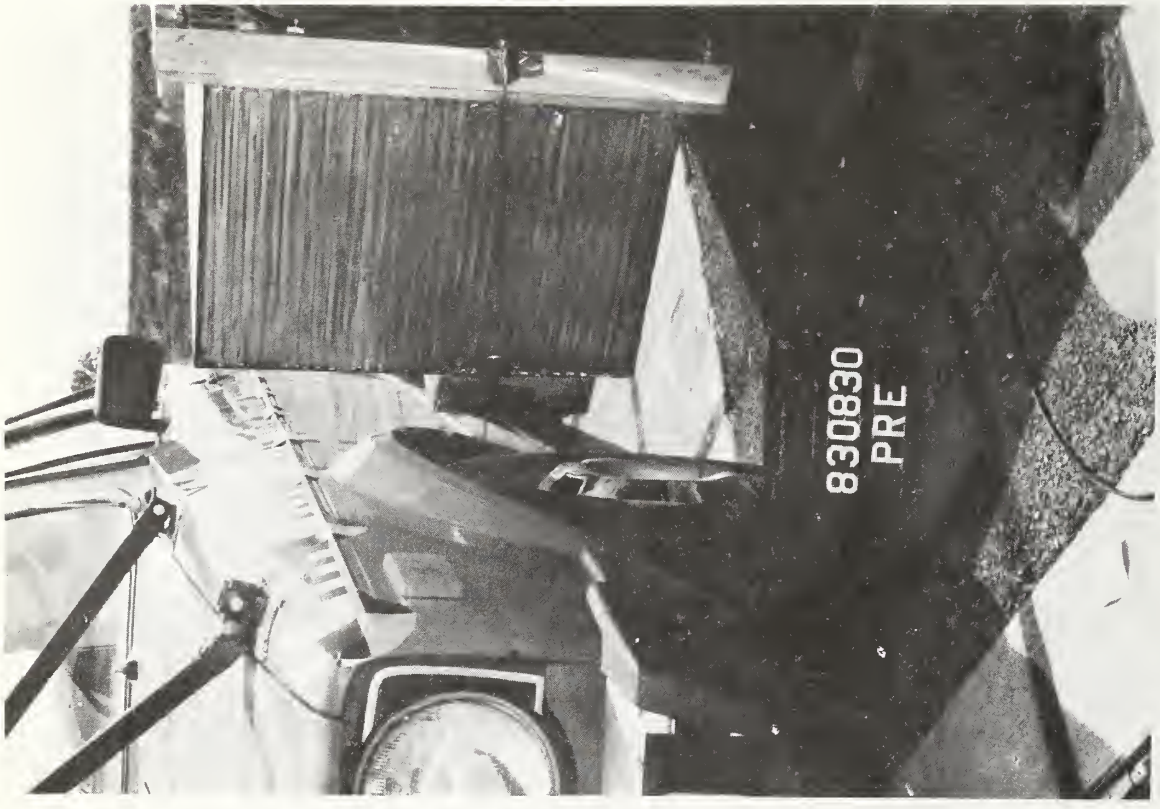


Figure A-6. PRE-TEST CLOSEUP - VIEW 2

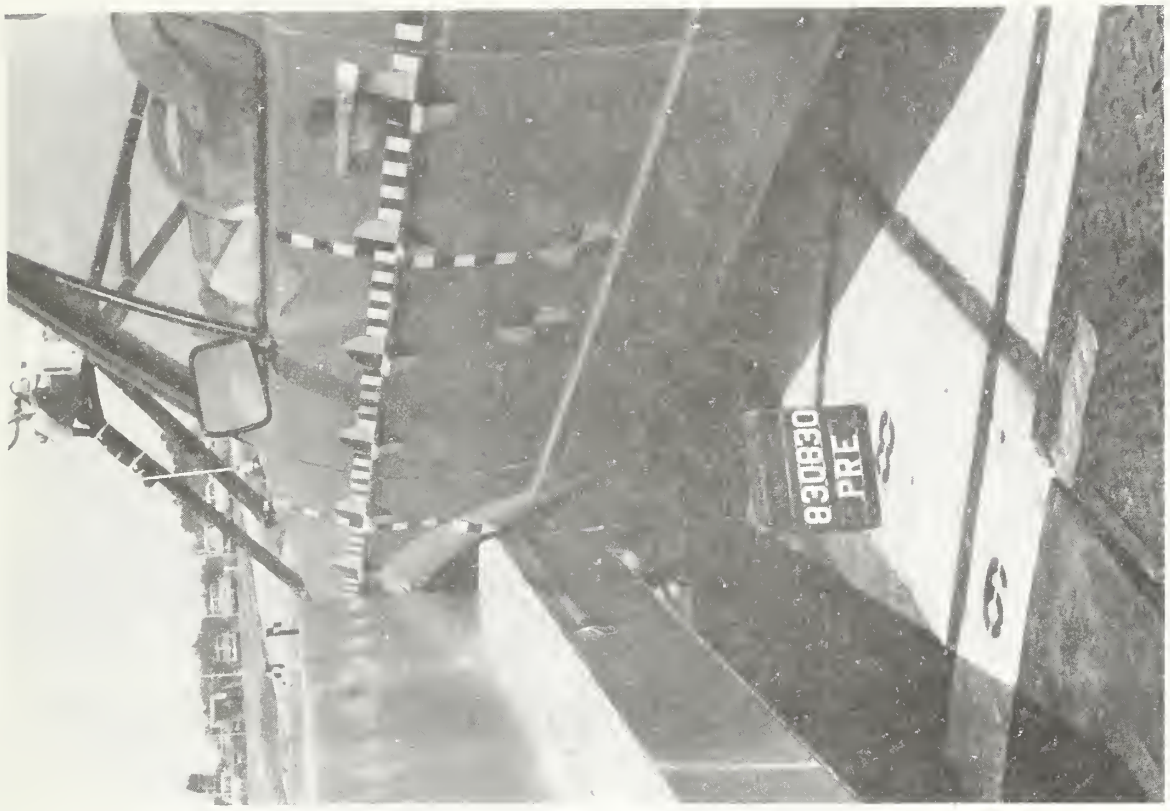


Figure A-7. PRE-TEST CLOSEUP - VIEW 3

Figure A-8. PRE-TEST DRIVER DUMMY - VIEW 1

Figure A-9. PRE-TEST DRIVER DUMMY - VIEW 2

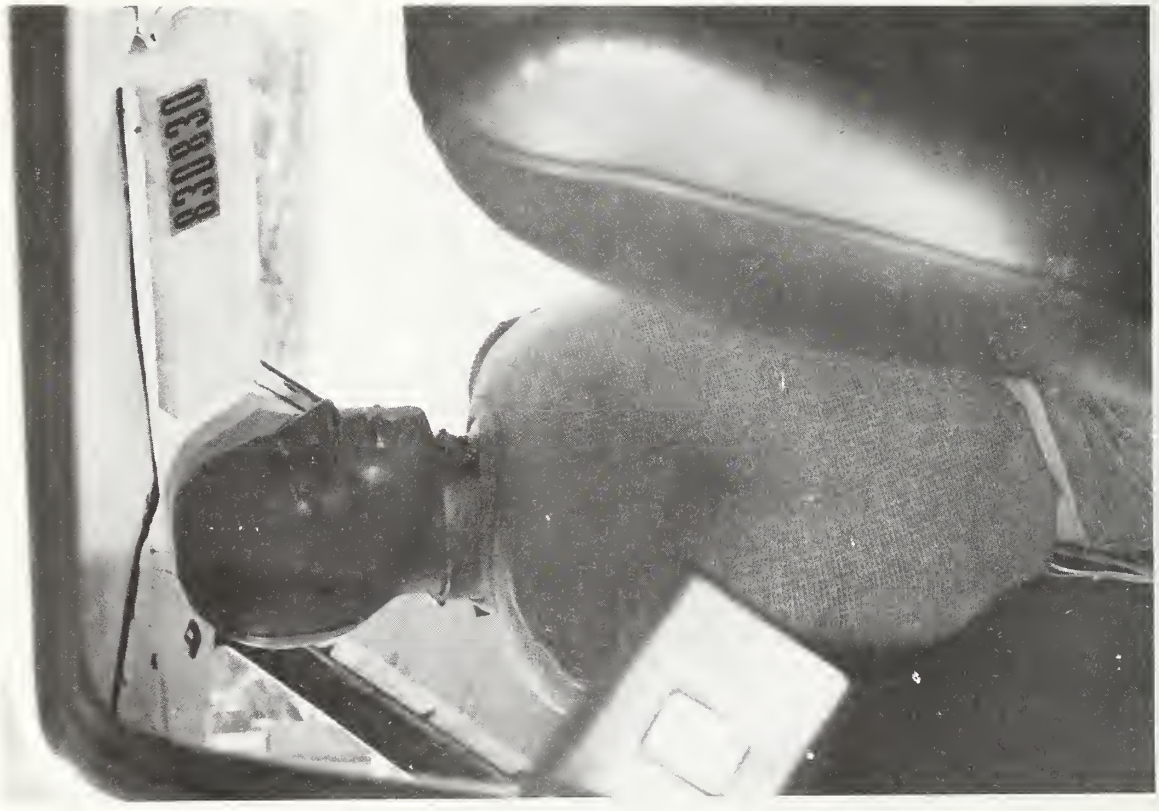


Figure A-10. PRE-TEST PASSENGER DUMMY - VIEW 1

Figure A-11. PRE-TEST PASSENGER DUMMY - VIEW 2

Figure A-12. CRASH EVENT PHOTOGRAPH

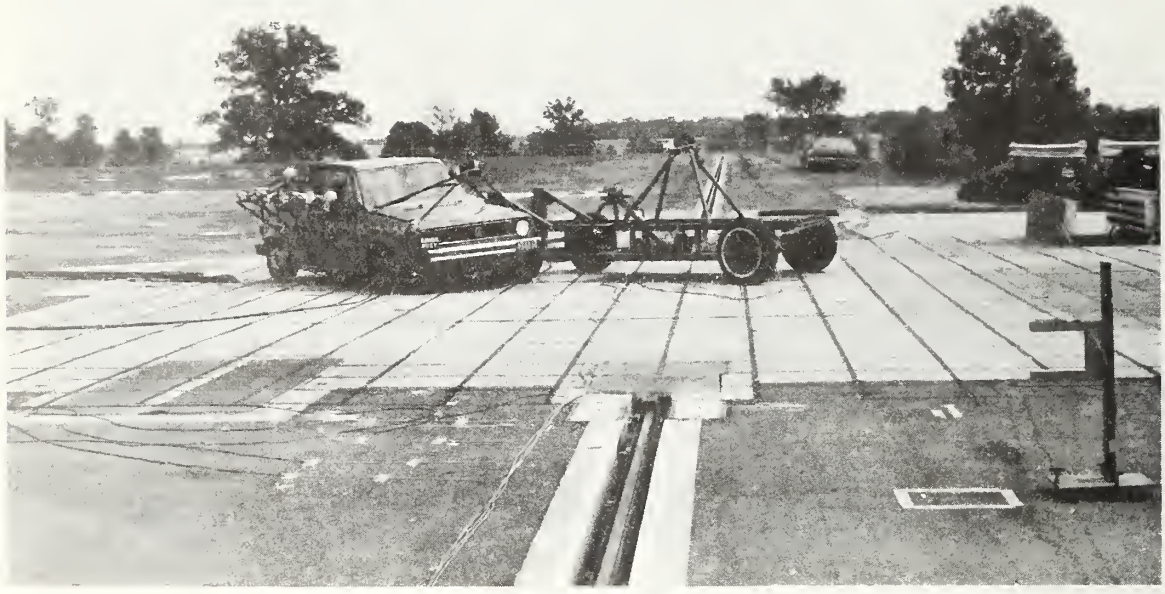


Figure A-13. POST-TEST OVERALL - VIEW 1

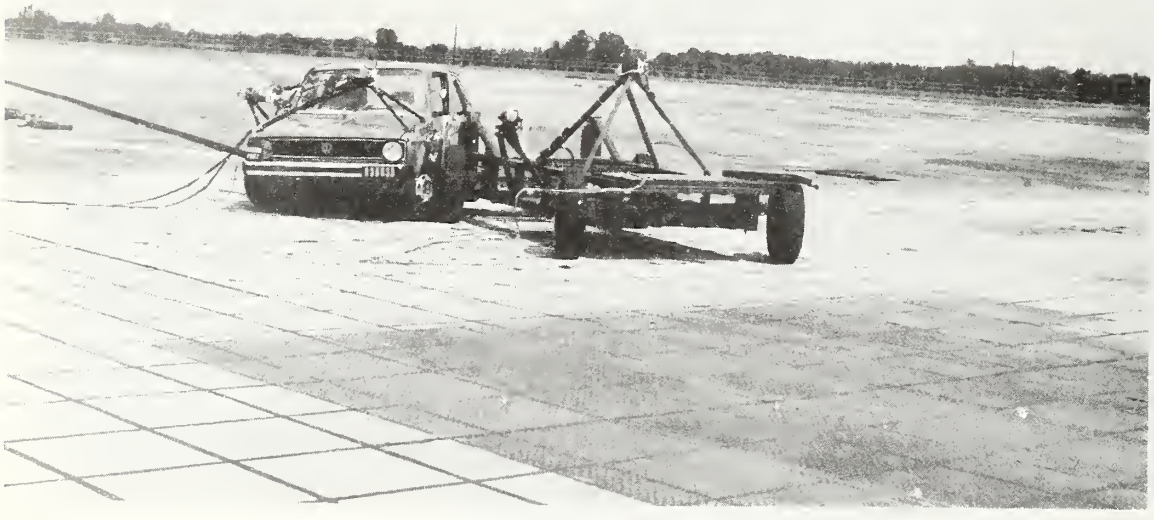


Figure A-14. POST-TEST OVERALL - VIEW 2

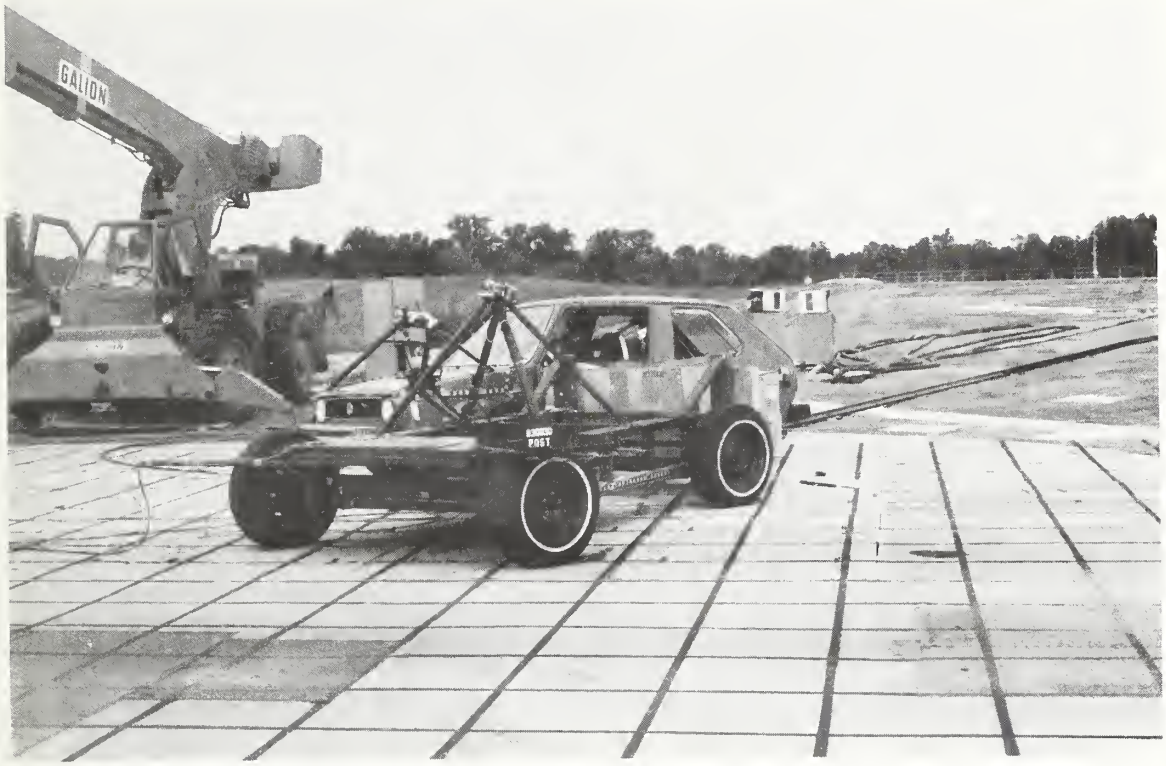


Figure A-15. POST-TEST OVERALL - VIEW 3

Figure A-16. POST-TEST OVERALL - VIEW 4

Figure A-17. POST-TEST CLOSEUP - VIEW 1

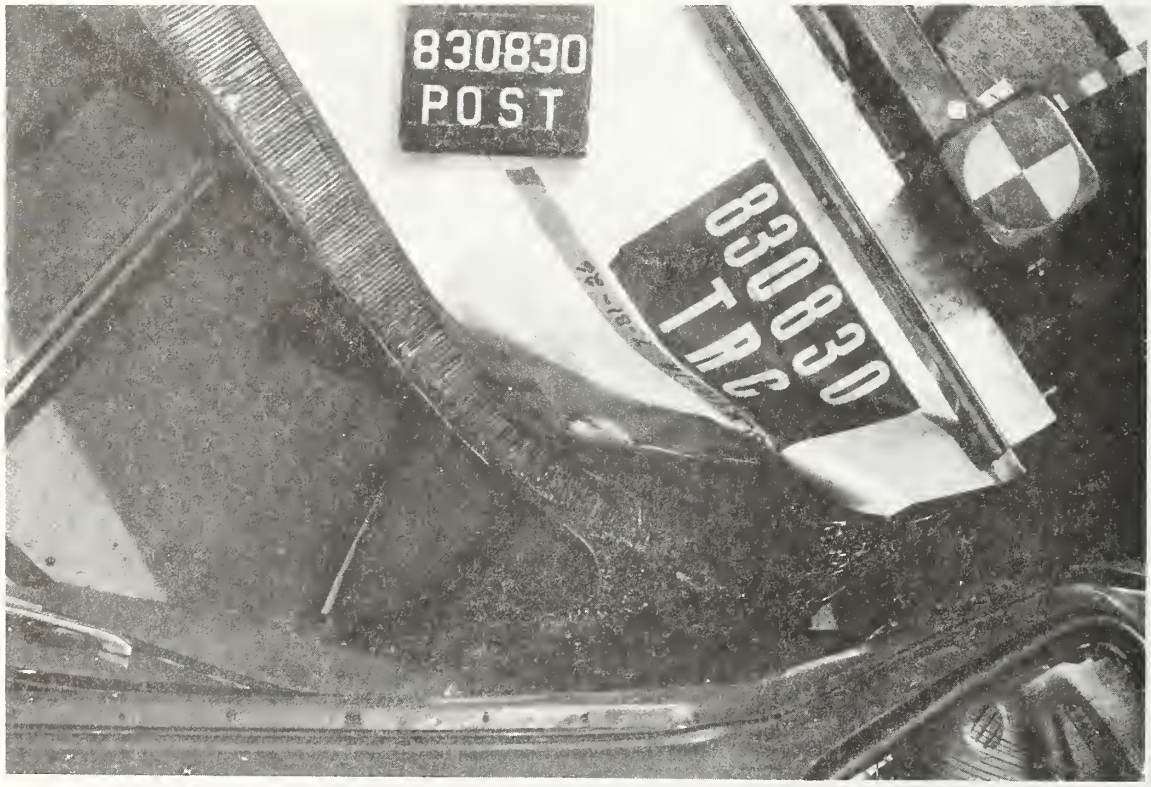


Figure A-18. POST-TEST CLOSEUP - VIEW 2

Figure A-19. POST-TEST CLOSEUP - VIEW 3

Figure A-20. POST-TEST DRIVER DUMMY - VIEW 1

Figure A-21. POST-TEST DRIVER DUMMY - VIEW 2

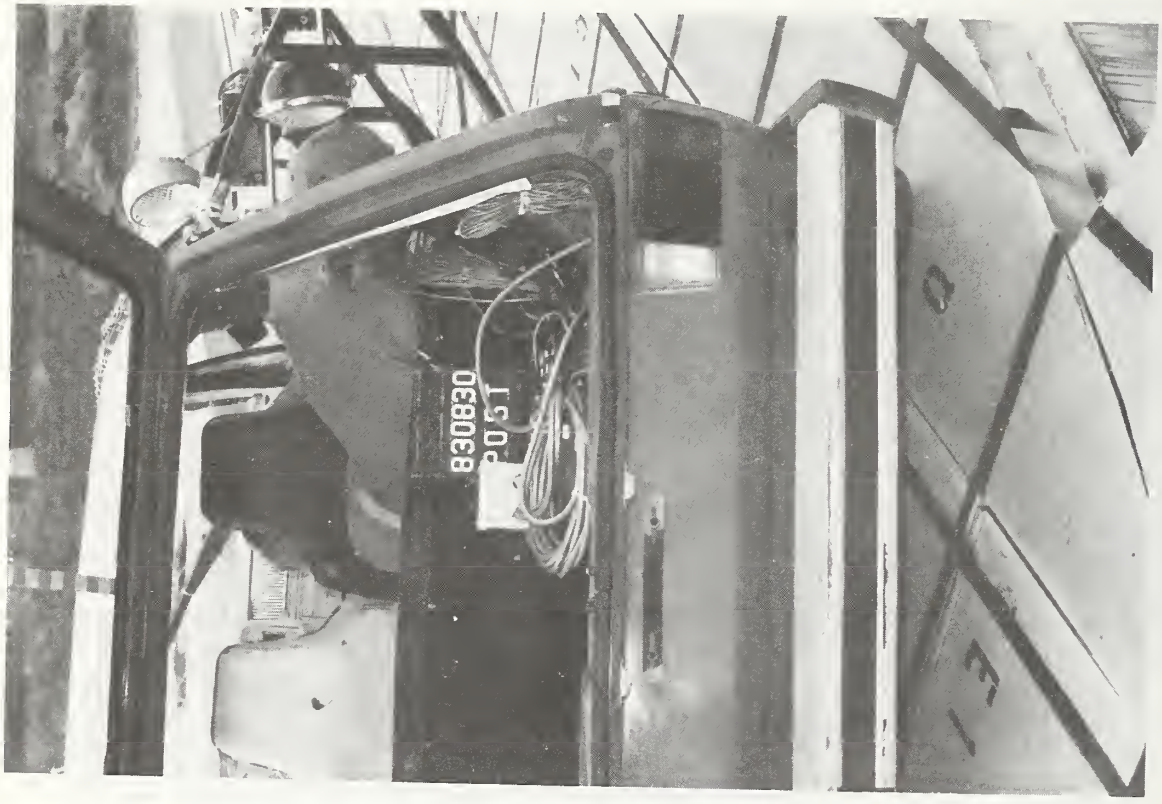


Figure A-22. POST-TEST PASSENGER DUMMY - VIEW 1

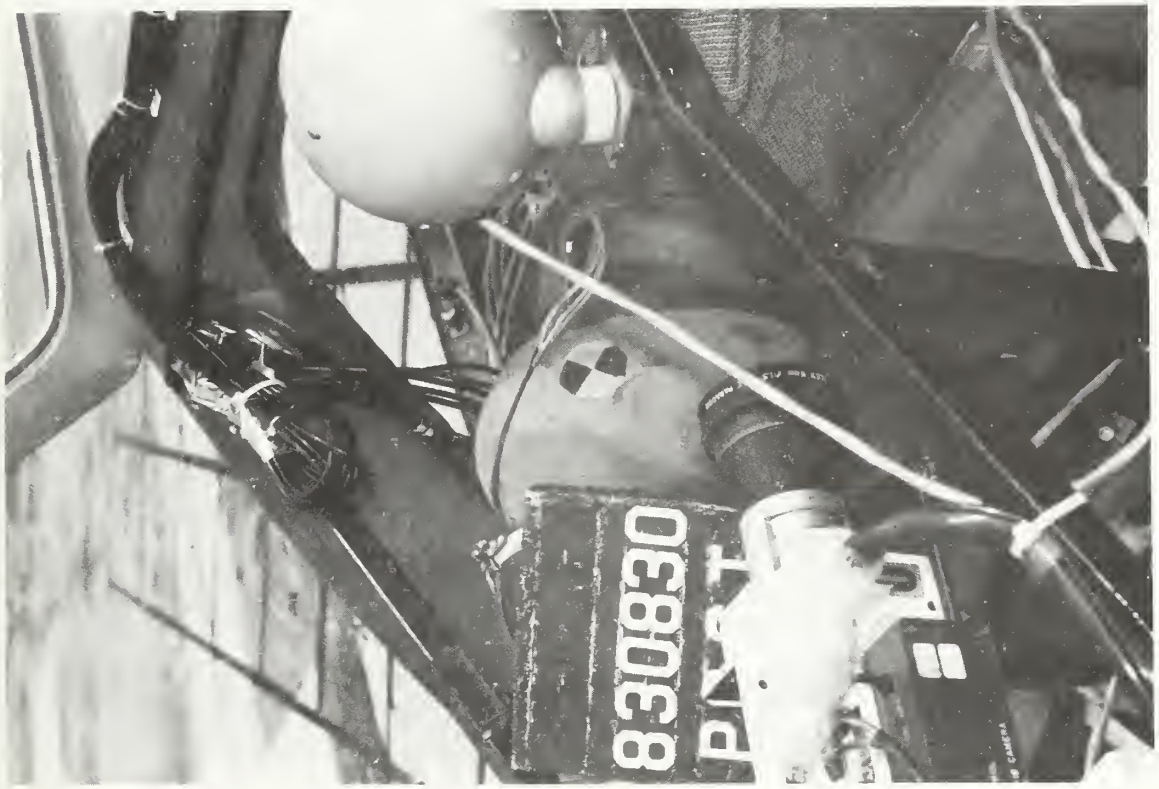


Figure A-23. POST-TEST PASSENGER DUMMY - VIEW 2

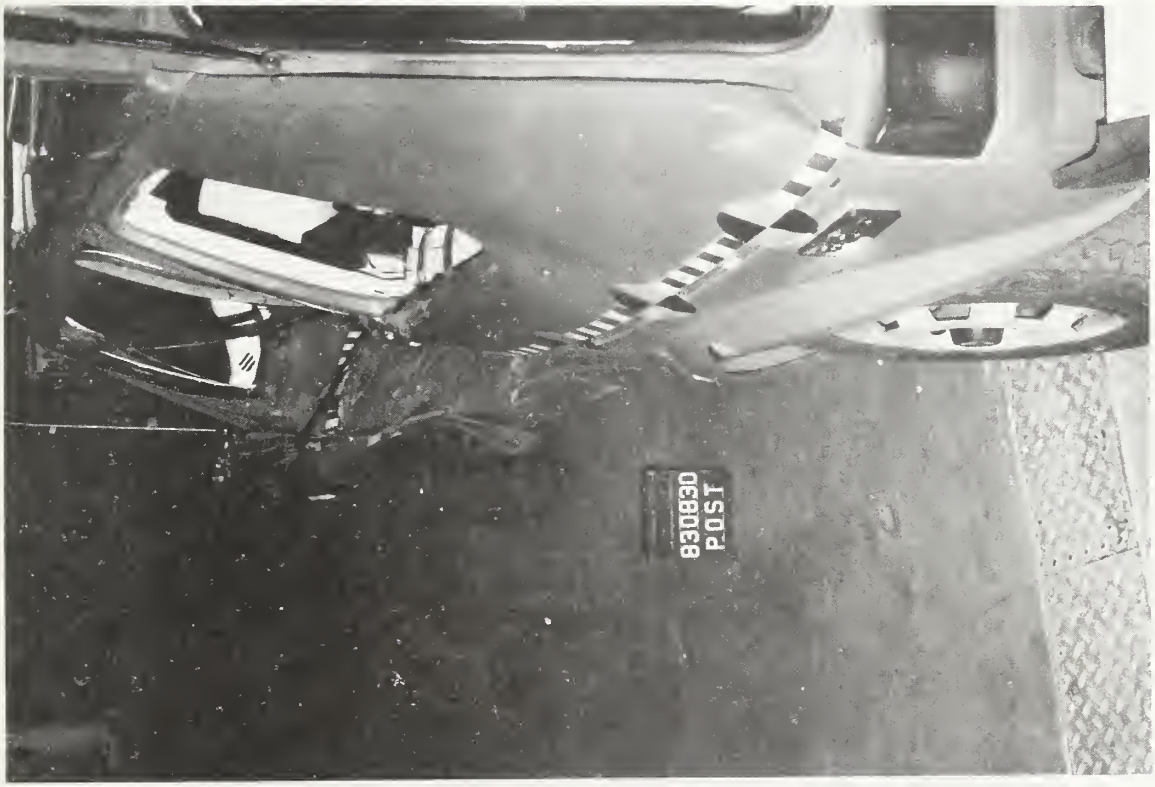


Figure A-24. POST-TEST VEHICLE DAMAGE - VIEW 1

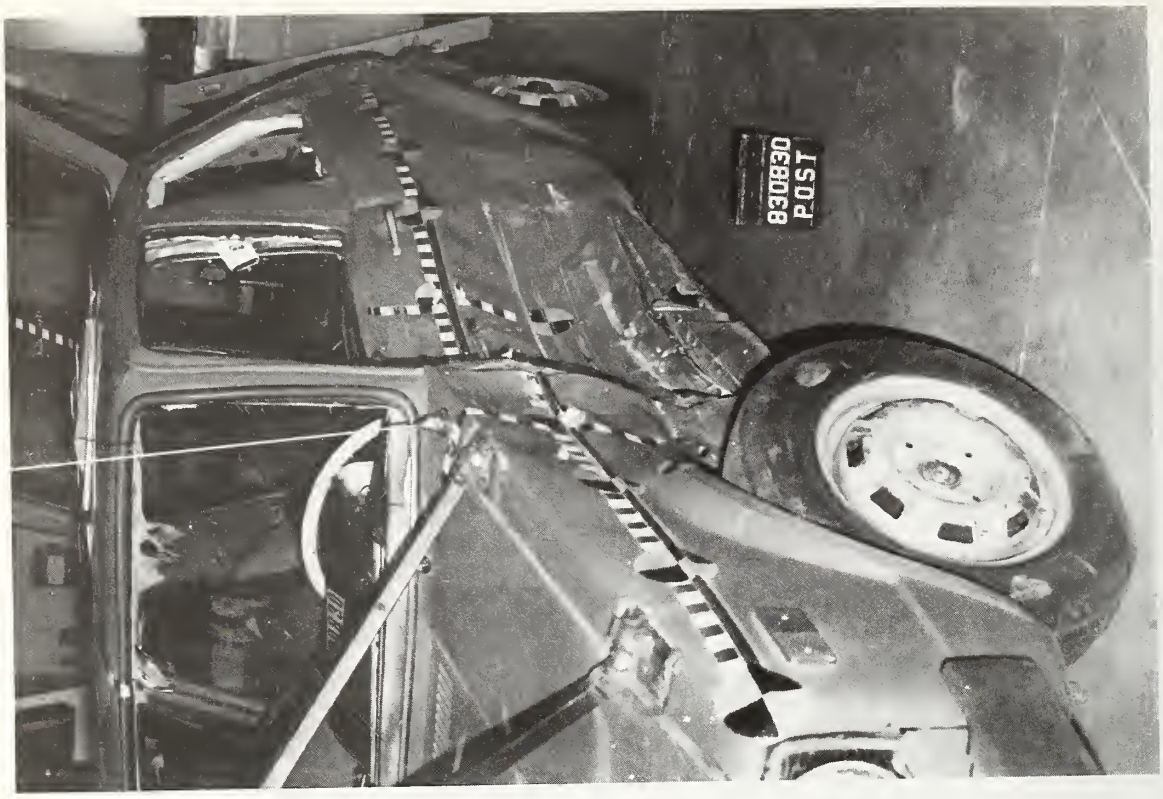


Figure A-25. POST-TEST VEHICLE DAMAGE - VIEW 2

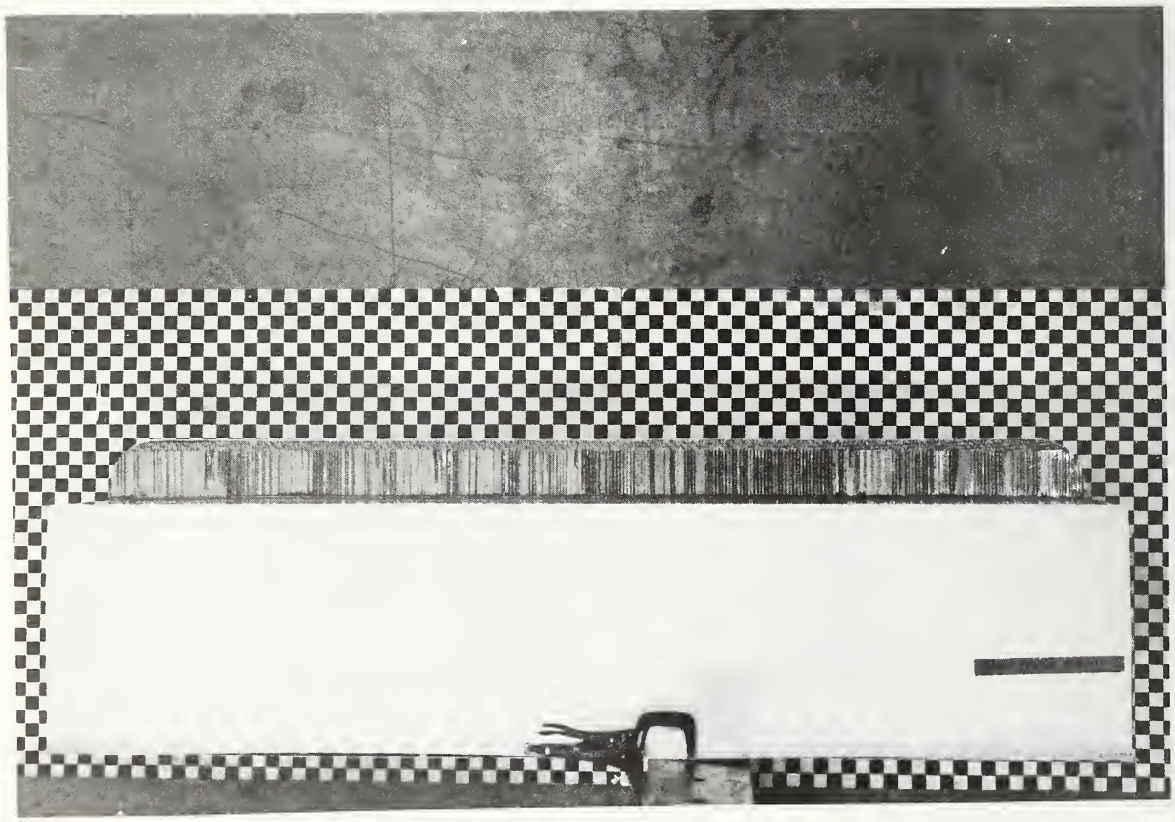


Figure A-26. PRE-TEST MDB FACE - VIEW 1

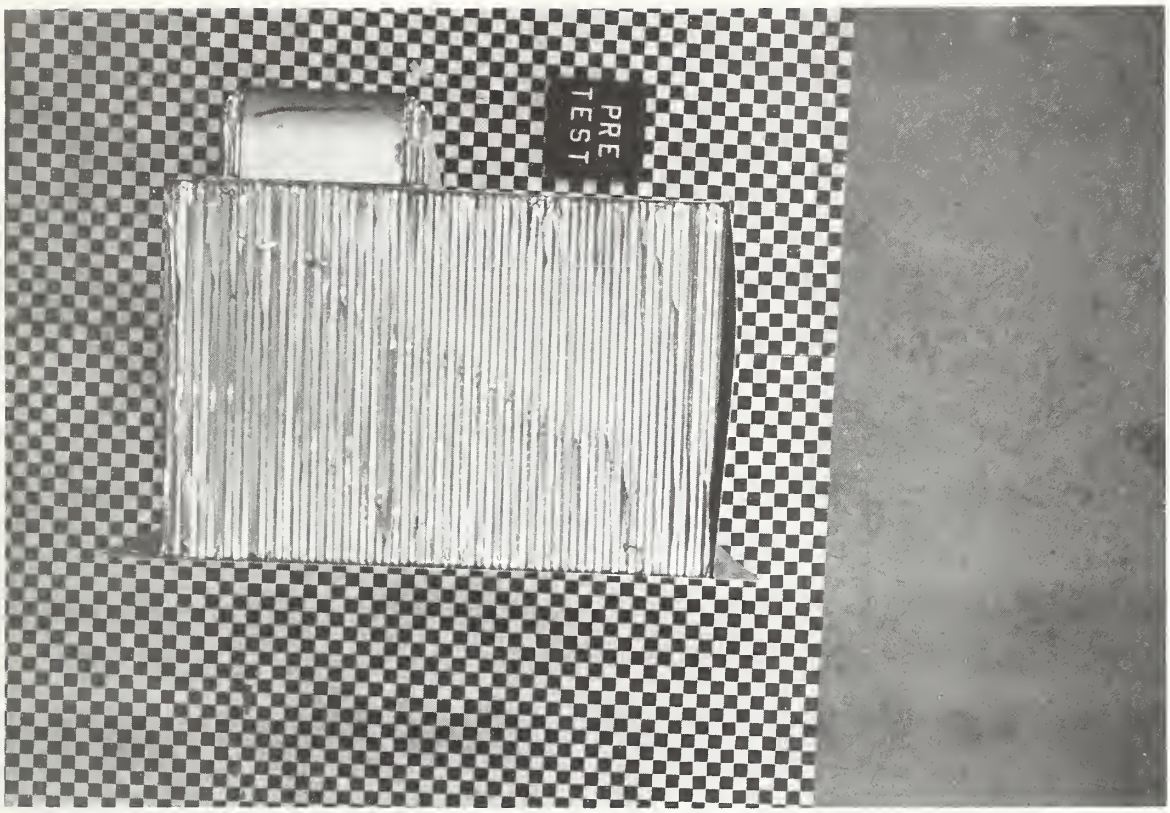


Figure A-27. PRE-TEST MDB FACE - VIEW 2

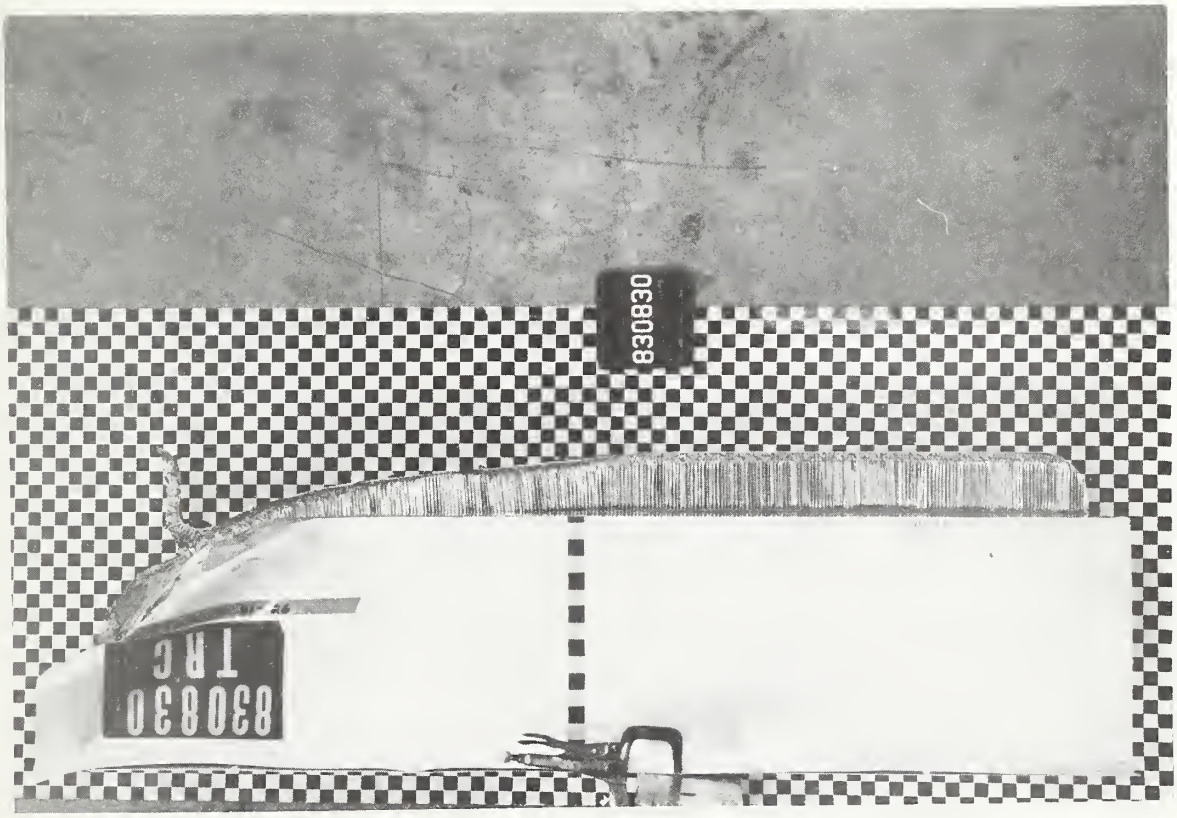


Figure A-28. POST-TEST MDB FACE - VIEW 1

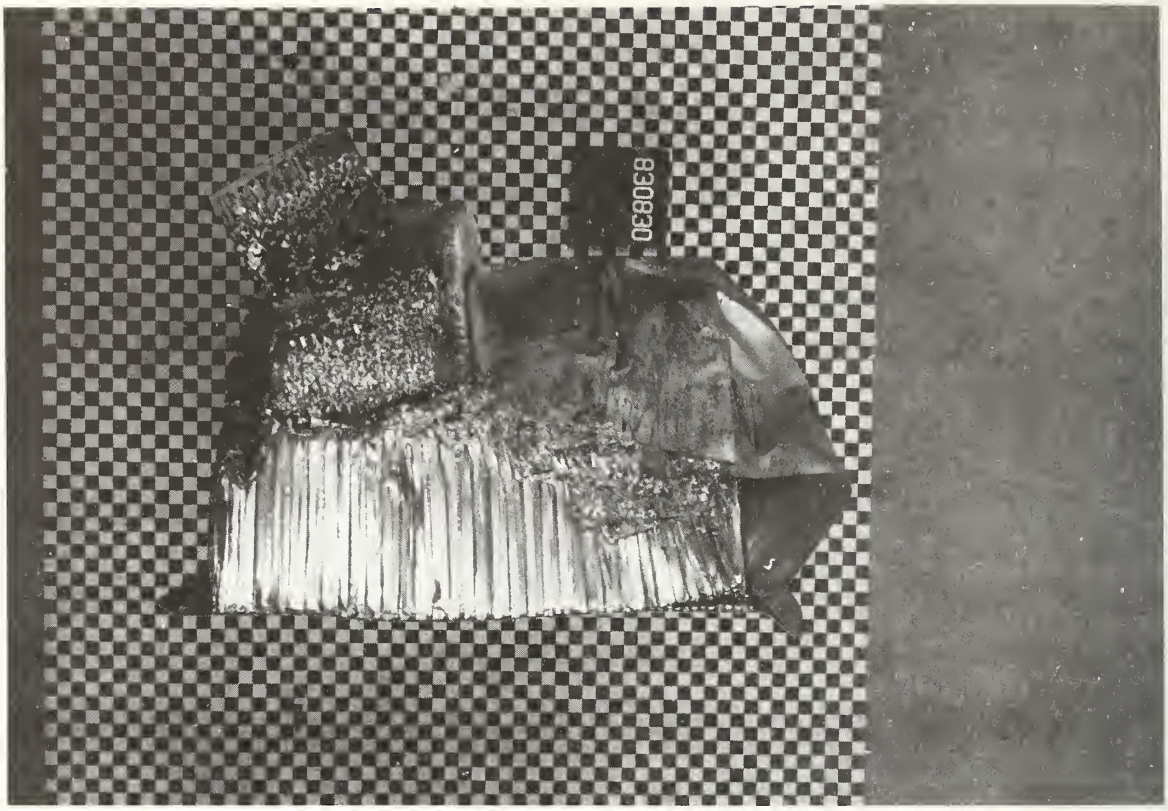


Figure A-29. POST-TEST MDB FACE - VIEW 2

Figure A-30. POST-TEST PADDING CONDITION

Figure A-31. INSTRUMENTATION SETUP

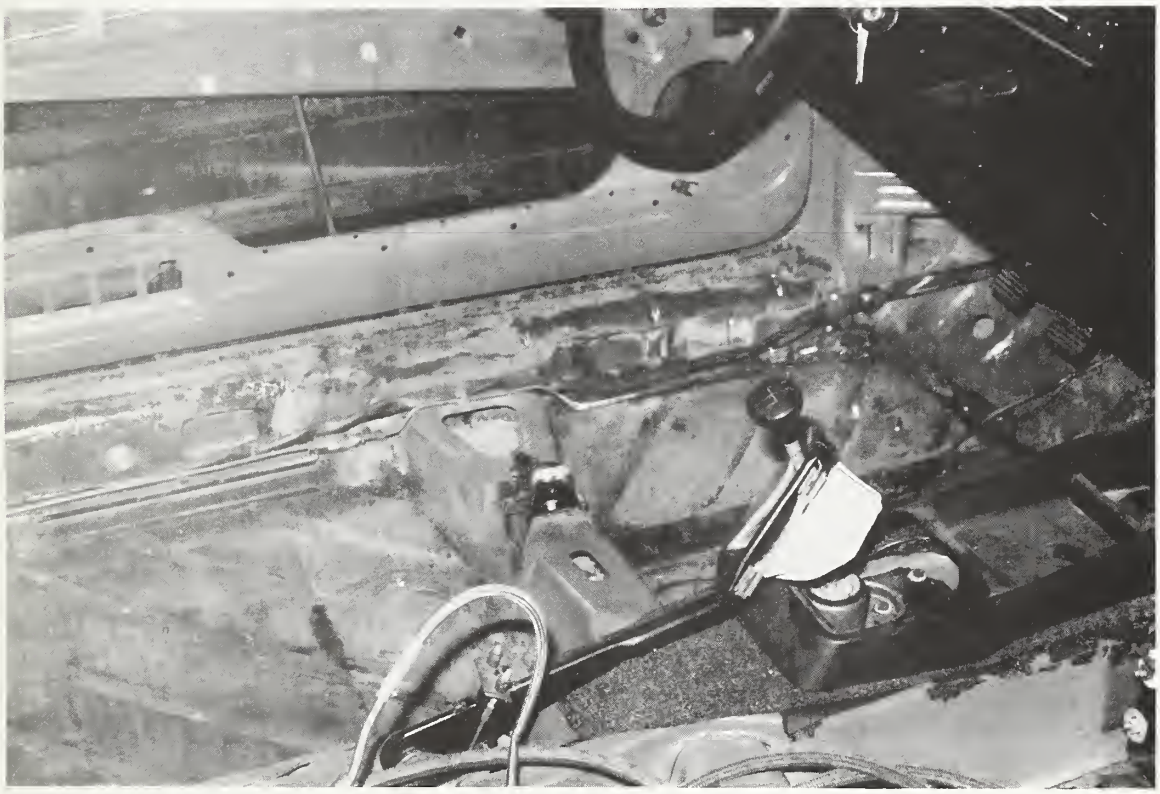


Figure A-32. VEHICLE INITIAL RUSTED CONDITION - VIEW 1

Figure A-33. VEHICLE INITIAL RUSTED CONDITION - VIEW 2

Figure A-34. VEHICLE INITIAL RUSTED CONDITION - VIEW 3

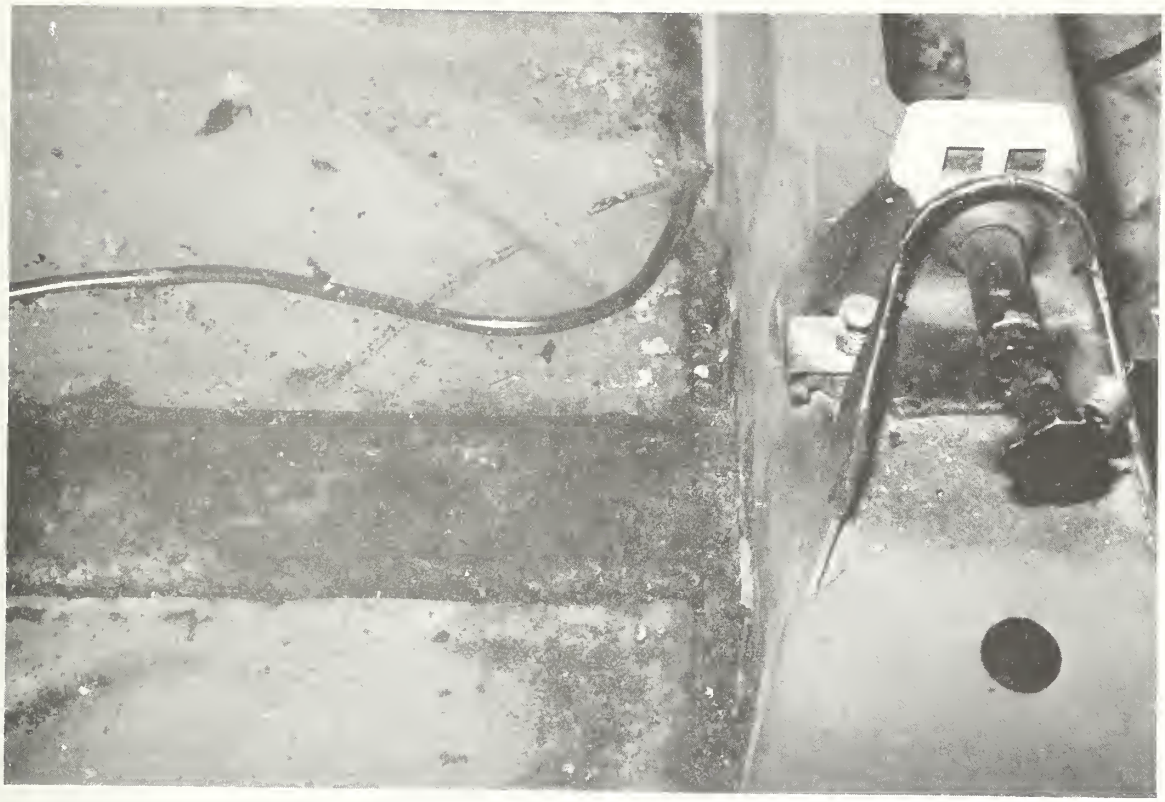
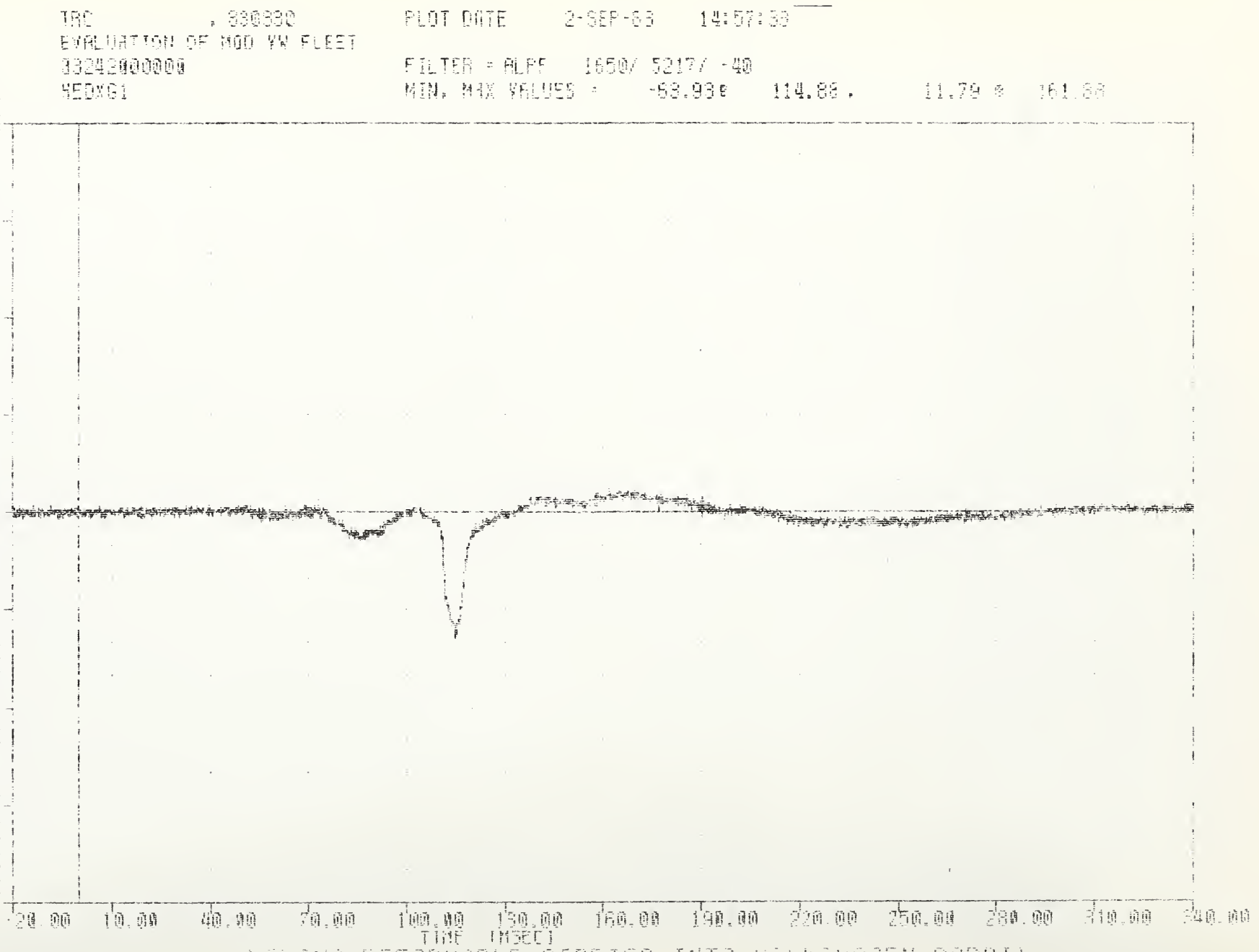


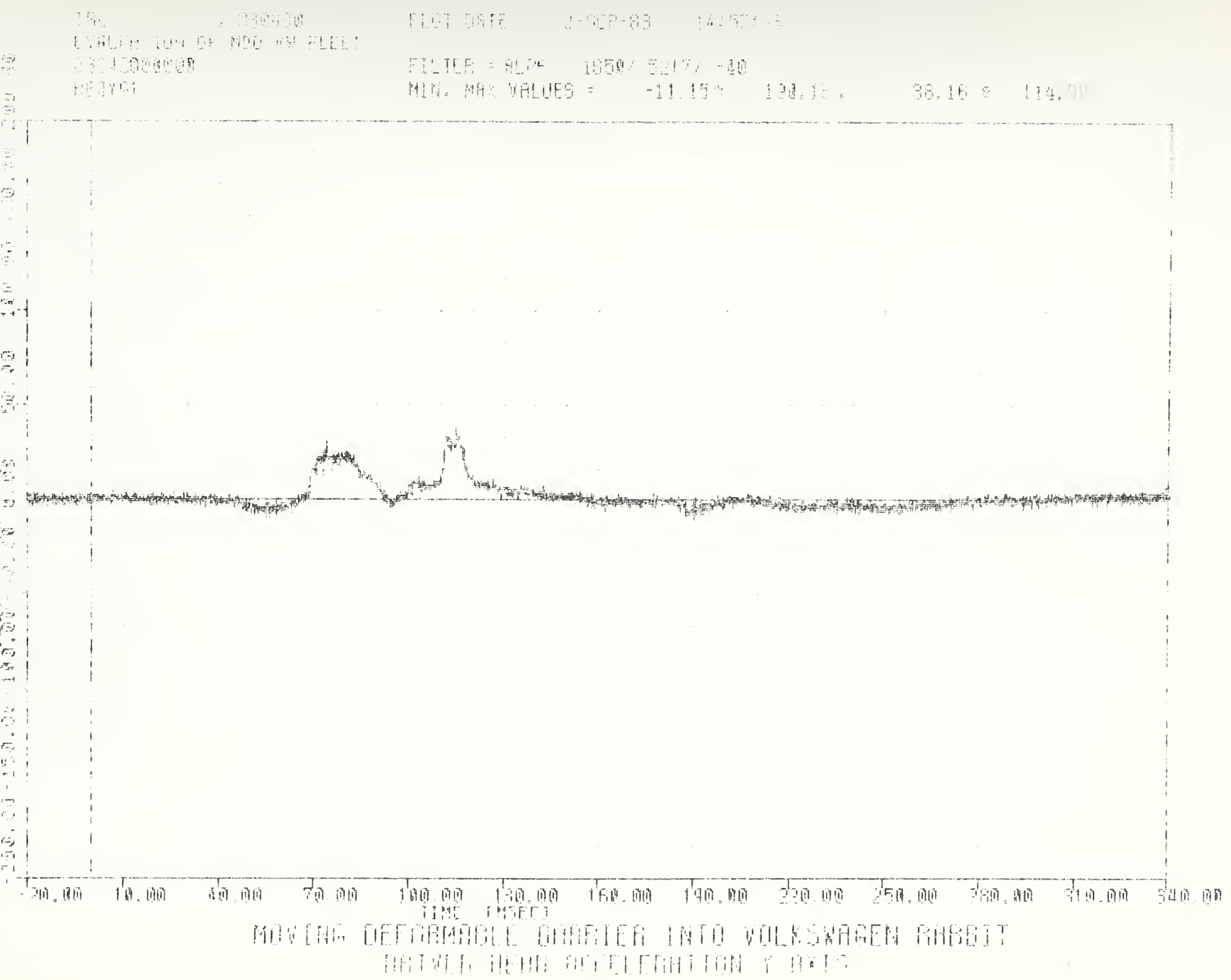
Figure A-32. VEHICLE INITIAL RUSTED CONDITION - VIEW 4

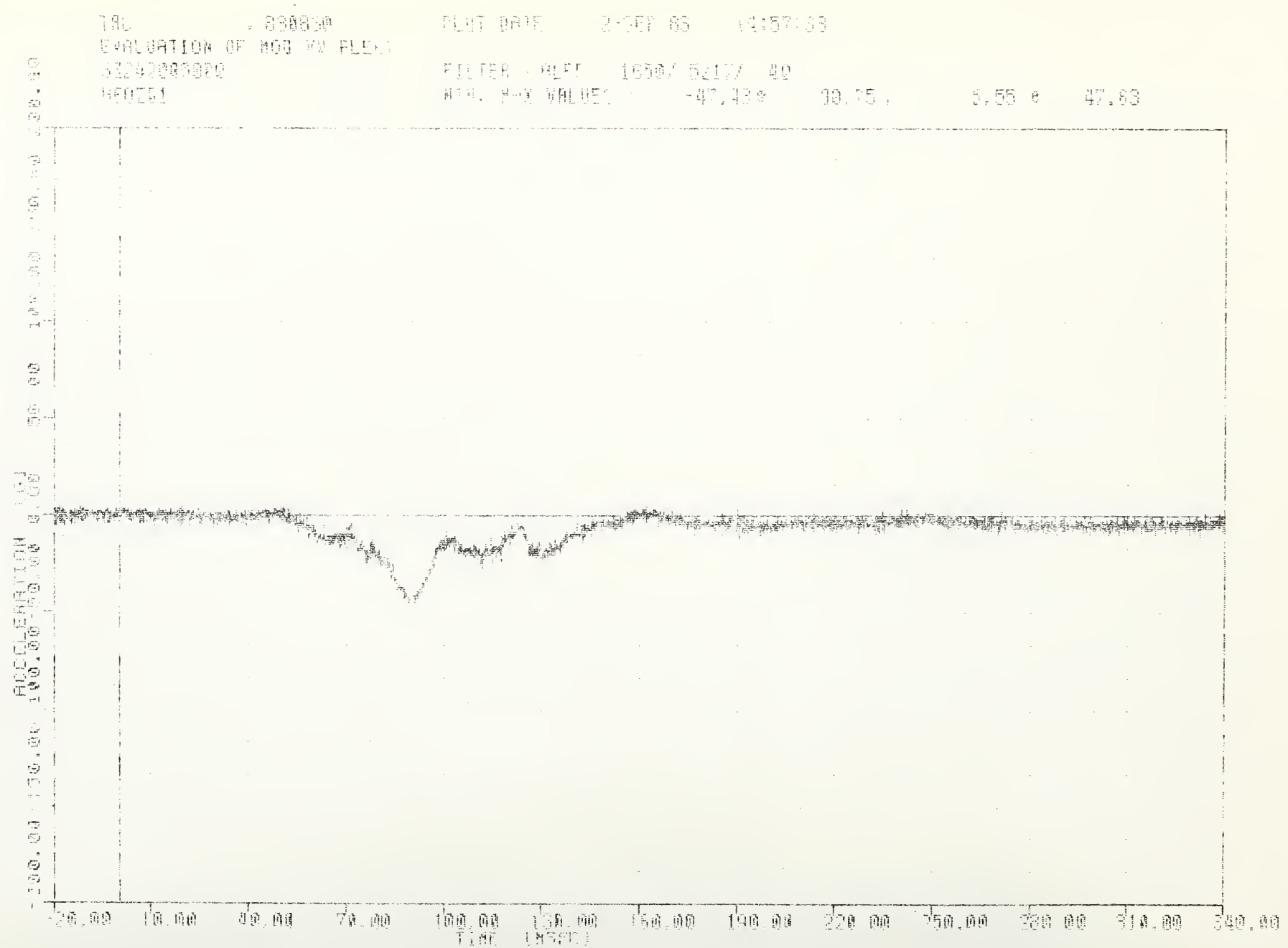
APPENDIX B

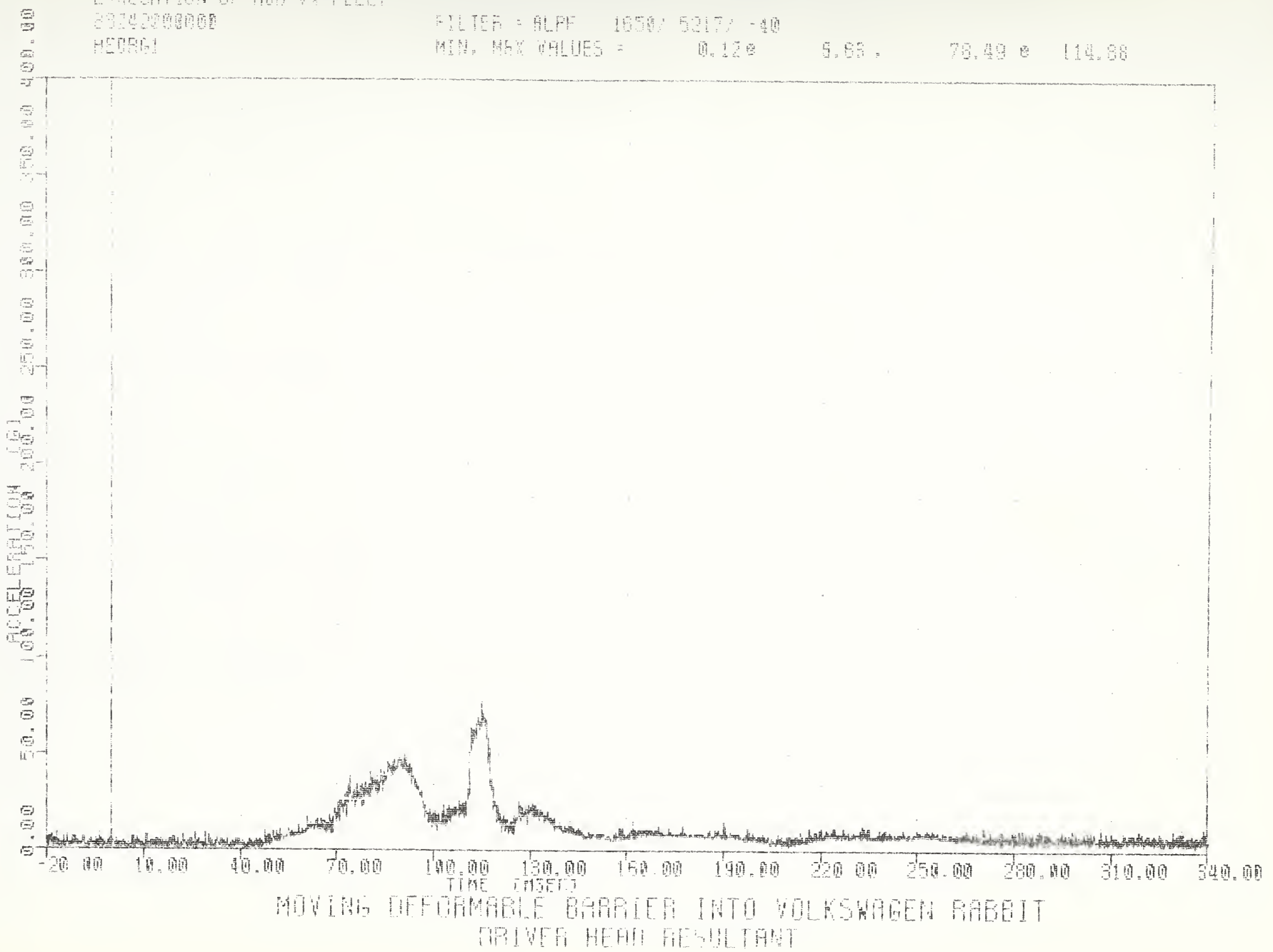
DATA PLOT PRESENTATION

Data plots generated from the crash test data are presented on the following pages. All data are recorded on magnetic tape for inclusion in the NHTSA crash test data base system. All data were filtered according to SAE J211, except that dummy thorax data were filtered using the HSRI filter.

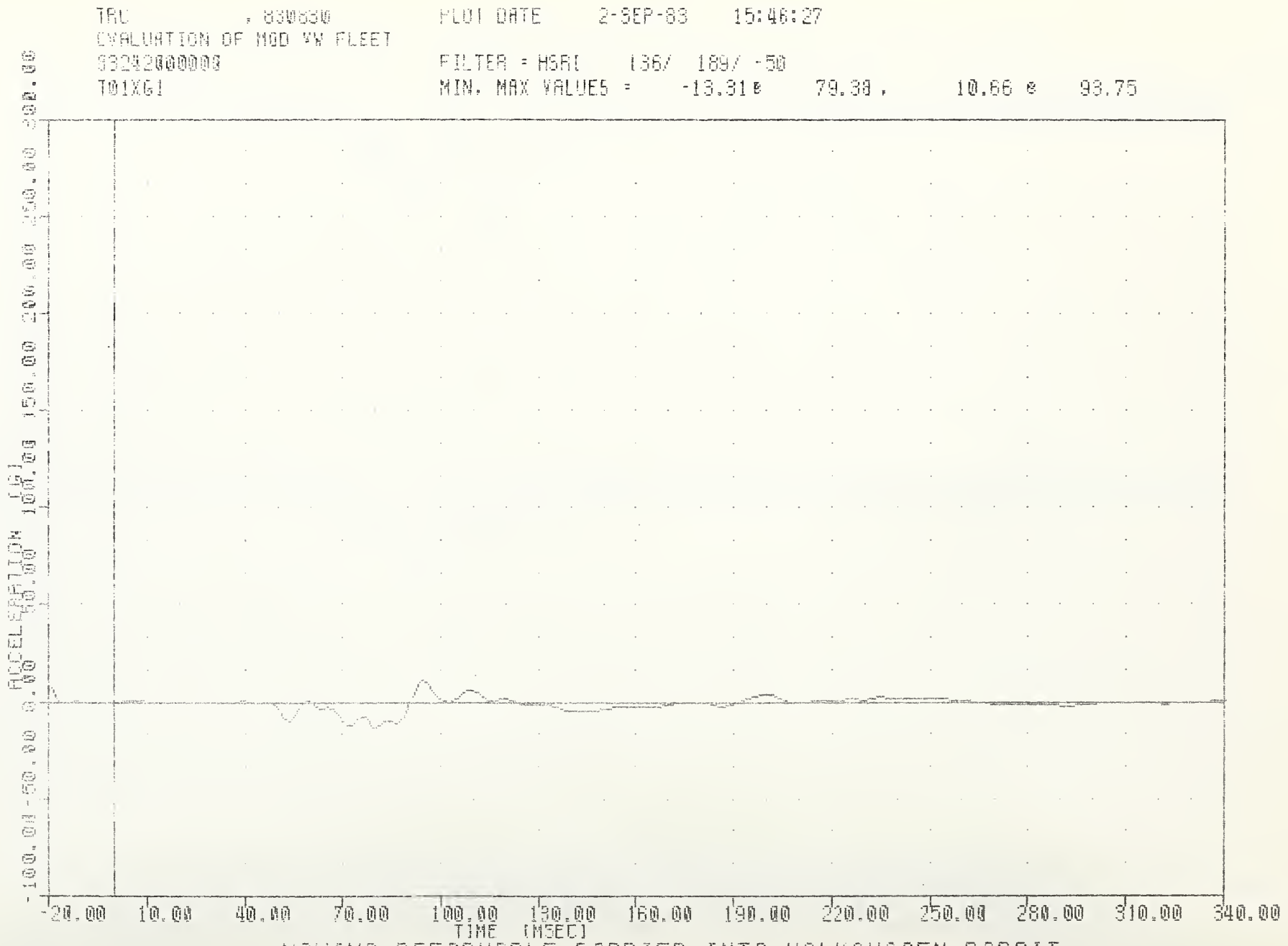

TRC , 880830
EVALUATION OF MOD YW FLEET
88242000009
4EDXG1
PLOT DATE 2-SEP-88 14:57:38
FILTER = ALPF 1650/ 5217/ -40
MIN, MAX VALUES = -68.93g 114.88 , 11.79 g 161.88
-200.00 -150.00 -100.00 -50.00 0.00 50.00 100.00 150.00 200.00
ACCELERATION (G)
20.00 40.00 70.00 100.00 130.00 160.00 190.00 220.00 250.00 280.00 310.00 340.00
TIME (MSEC)
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER HEAD ACCELERATION


PLOT DATE J-SEP-83
FILTER = NLAM 1650/ 5217/ -40
MIN. MAX VALUES = -11.15 g 138.13 g 38.16 g 114.90
-50.00 10.00 30.00 70.00 100.00 130.00 160.00 190.00 220.00 250.00 280.00 310.00 340.00
TIME (MSEC)
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
BATVLE HEAD ACCELERATION Y DATA

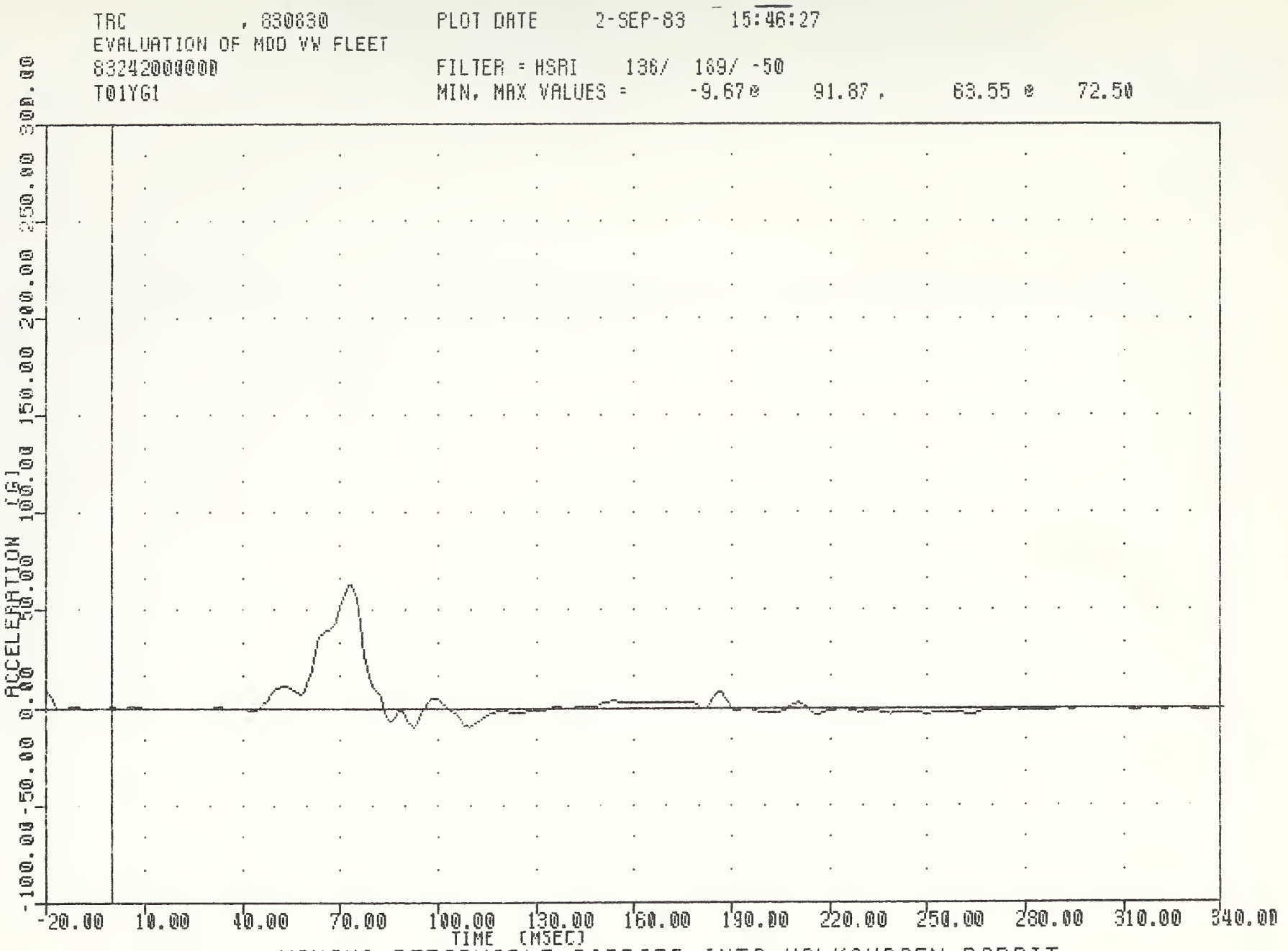

TRL . 880830 PLOT DATE 2-SEP 88 14:57:33
EVALUATION OF MOB VS FLEX
SZ8902880820 FILTER - MLFF 1550/ 5x17/ 80
MOVING BARRIER
MIN. M-V VALUE: -47.33% 38.75 , 5.55 @ 47.83
ACCELERATION (G)
-200.00 -150.00 -100.00 -50.00 0.00 50.00 100.00 150.00 200.00
-20.00 10.00 30.00 70.00 100.00 130.00 150.00 190.00 220.00 250.00 280.00 310.00 340.00
TIME (MSEC)
MOVING DEFORMABLE BARRIER IMPACT VOLKSWAGEN RABBIT
DRIVER HEAD ACCELERATION / MVIT



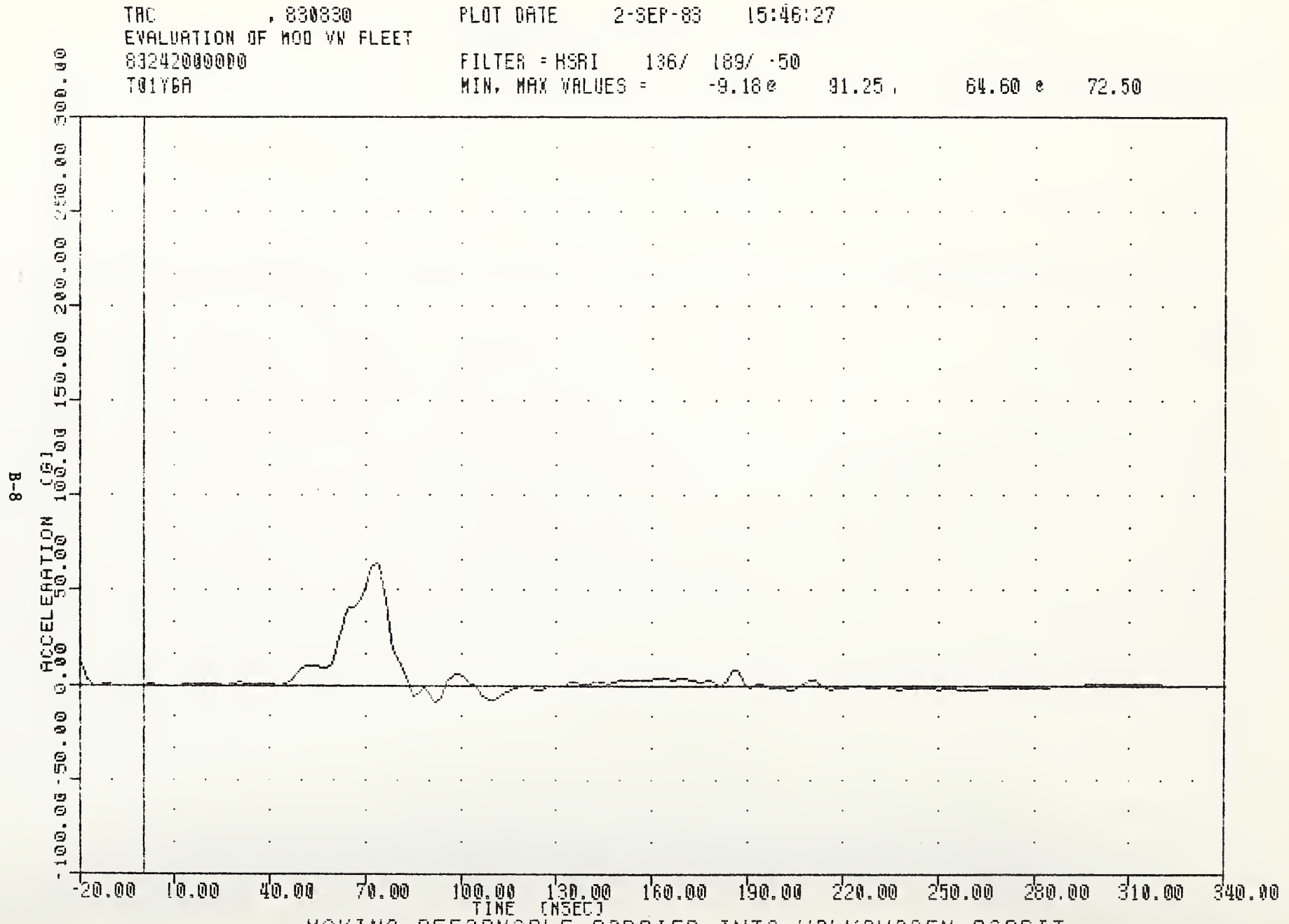
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER HEAD RESULTANT



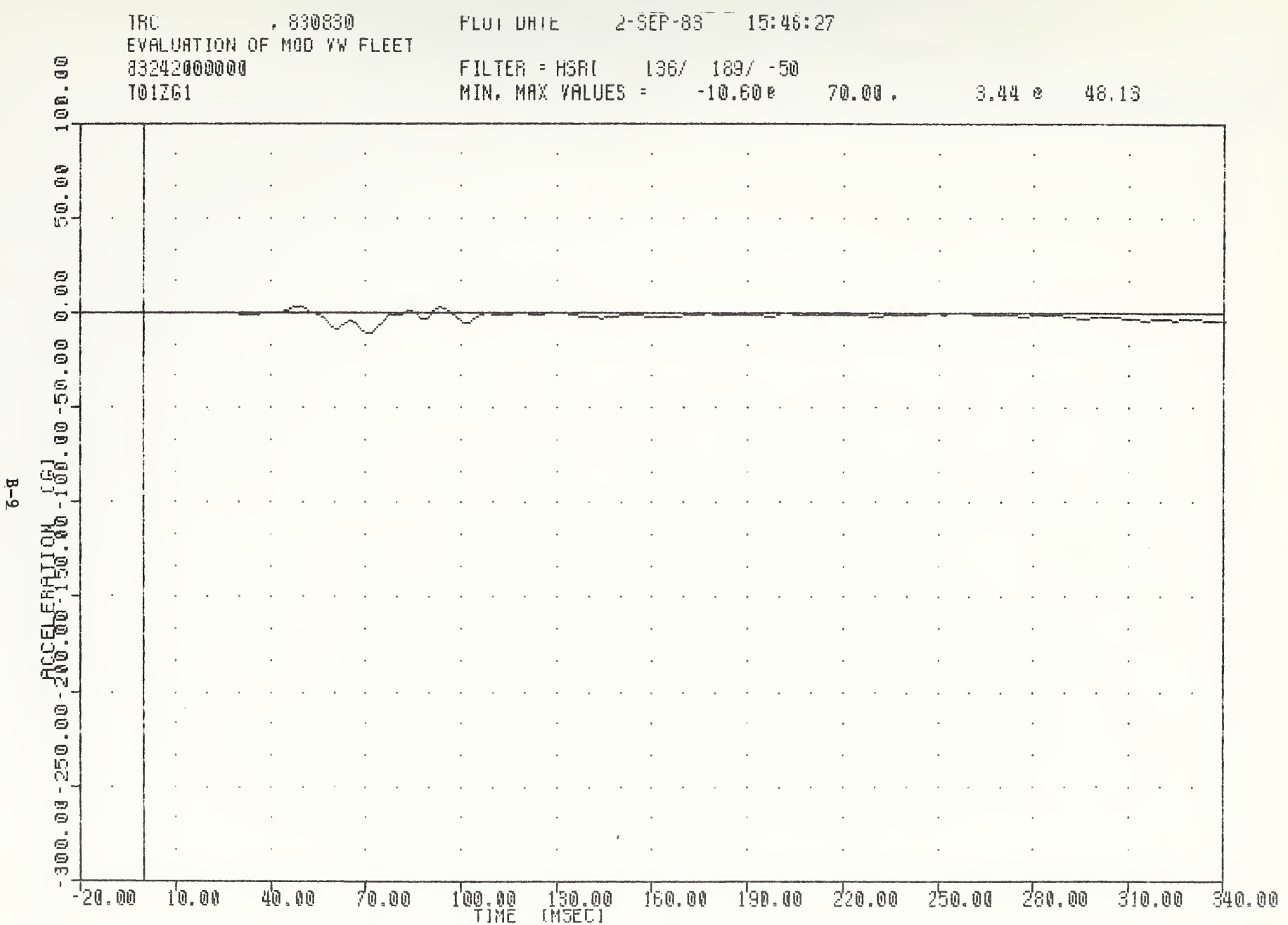
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER UPPER SPINE ACCELERATION X AXIS



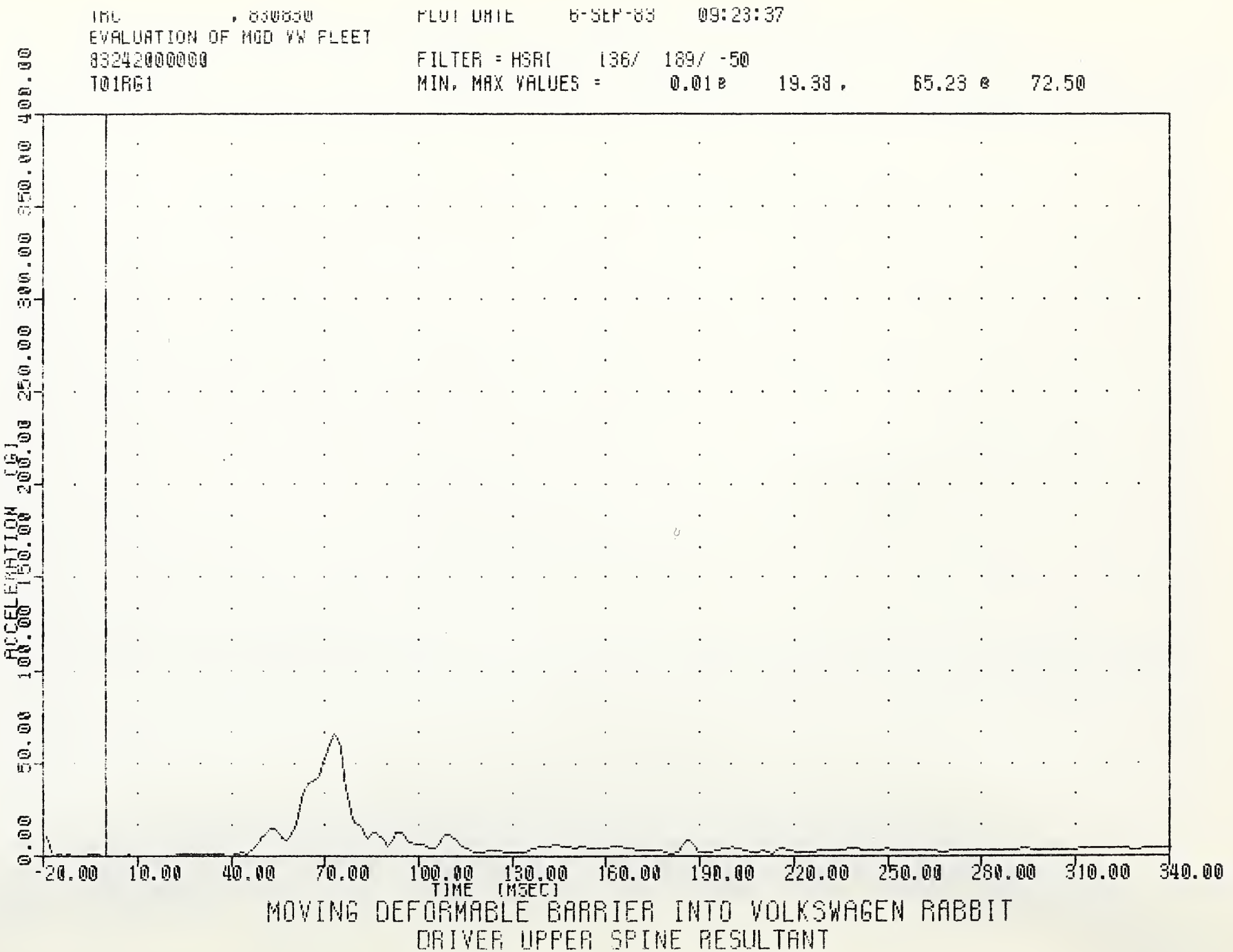
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER UPPER SPINE ACCELERATION Y AXIS

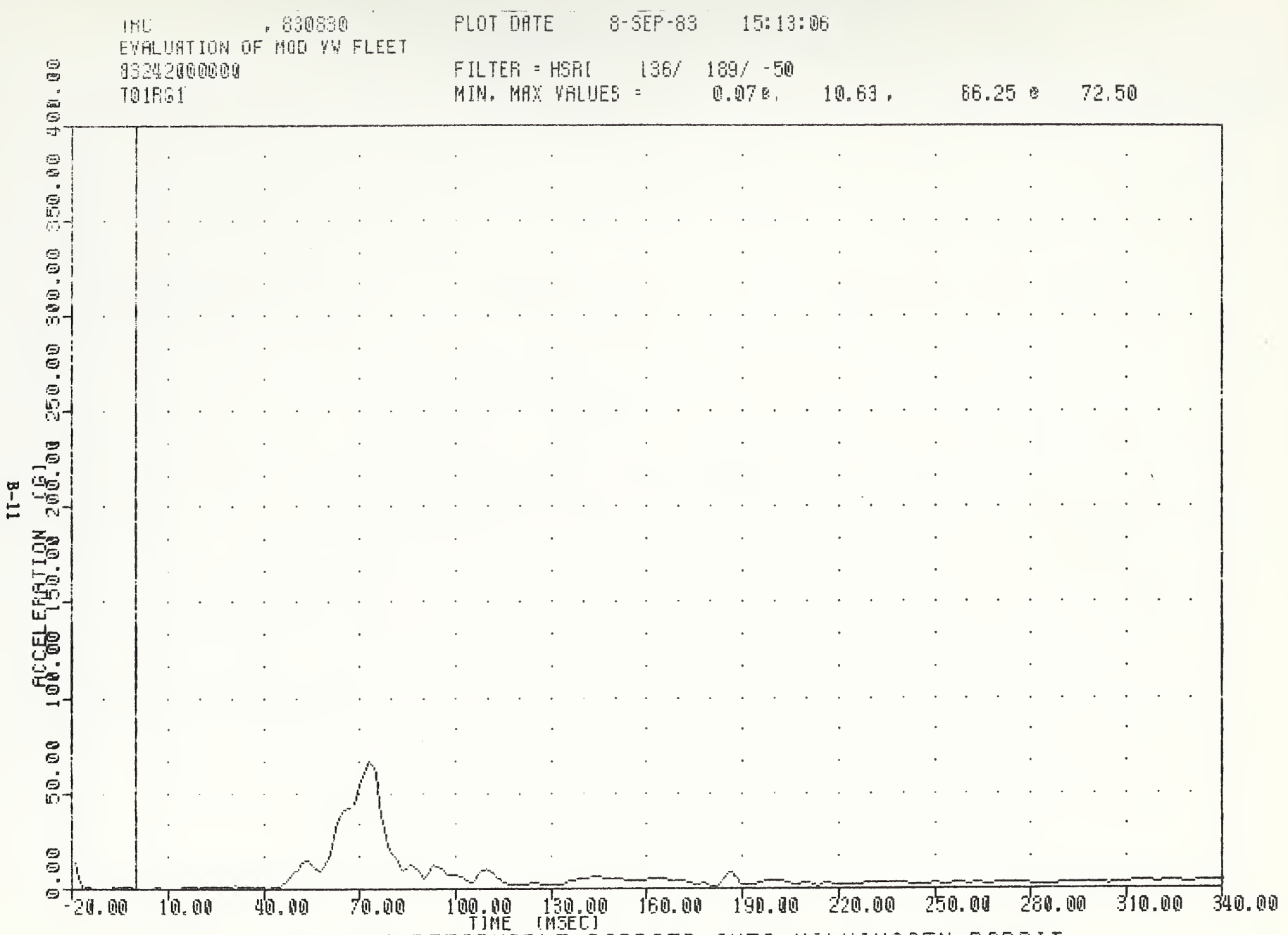


MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER UPPER SPINE ACCELERATION -2 Y AXIS

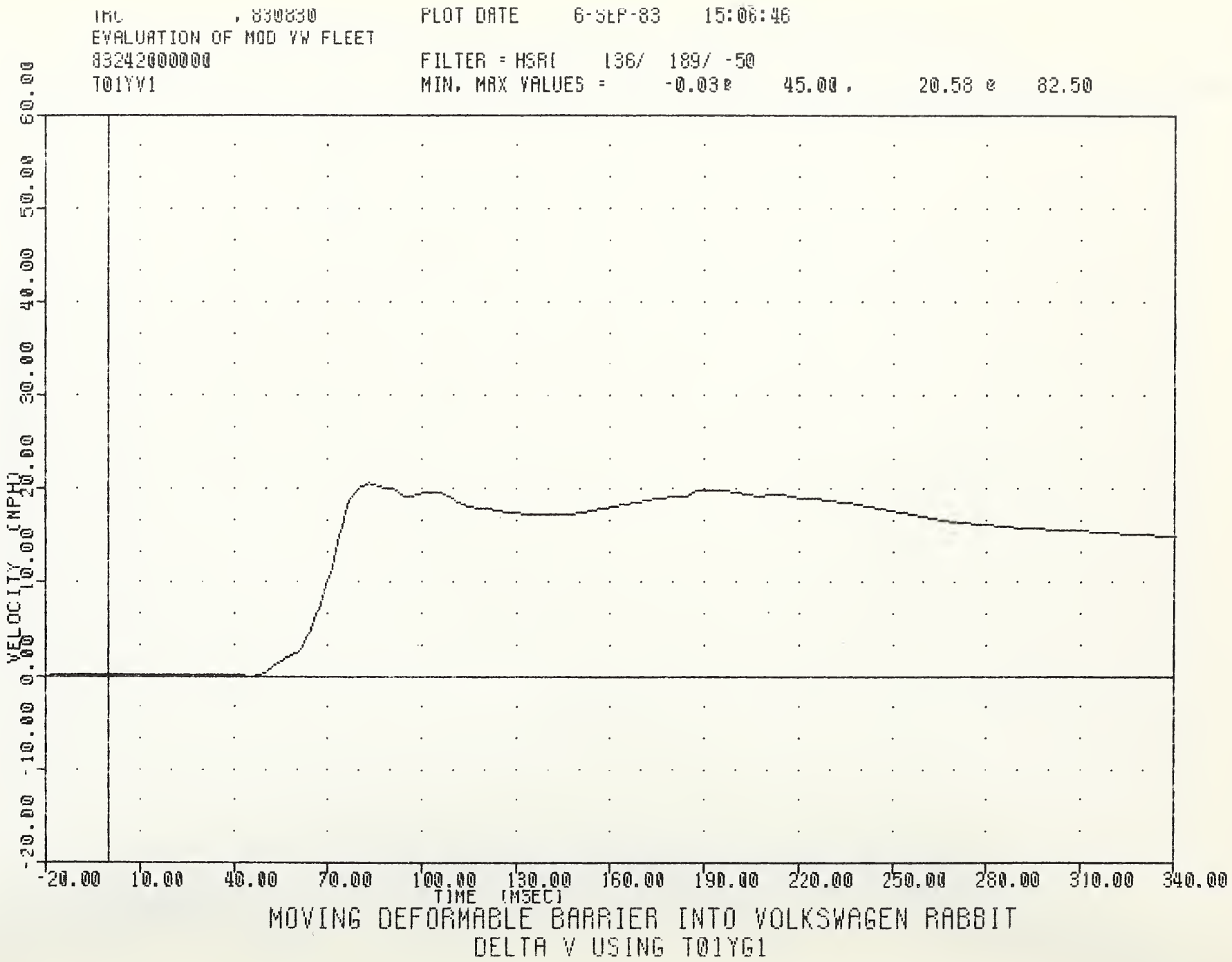


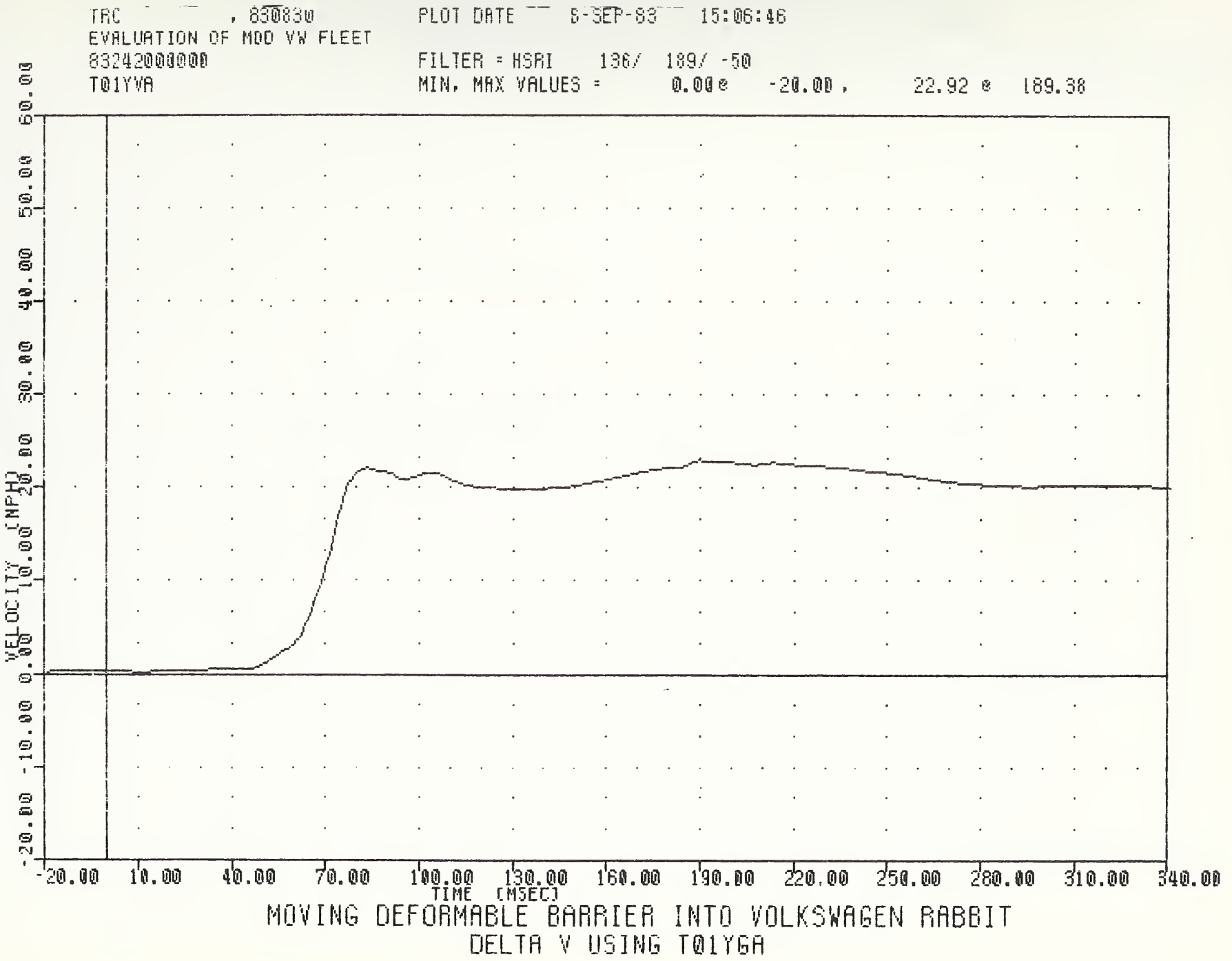
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER UPPER SPINE ACCELERATION Z AXIS


INC , 830830
PLOT DATE 6-SEP-83 09:23:37
EVALUATION OF MOD VW FLEET
83242000000
FILTER = HSRI 136/ 189/ -50
T01RG1
MIN, MAX VALUES = 0.01 @ 19.38 , 65.23 @ 72.50
ACCELERATION (G)
0.00
50.00
100.00
150.00
200.00
250.00
300.00
350.00
400.00
-20.00
10.00
40.00
70.00
100.00
130.00
160.00
190.00
220.00
250.00
280.00
310.00
340.00
TIME (MSEC)
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER UPPER SPINE RESULTANT

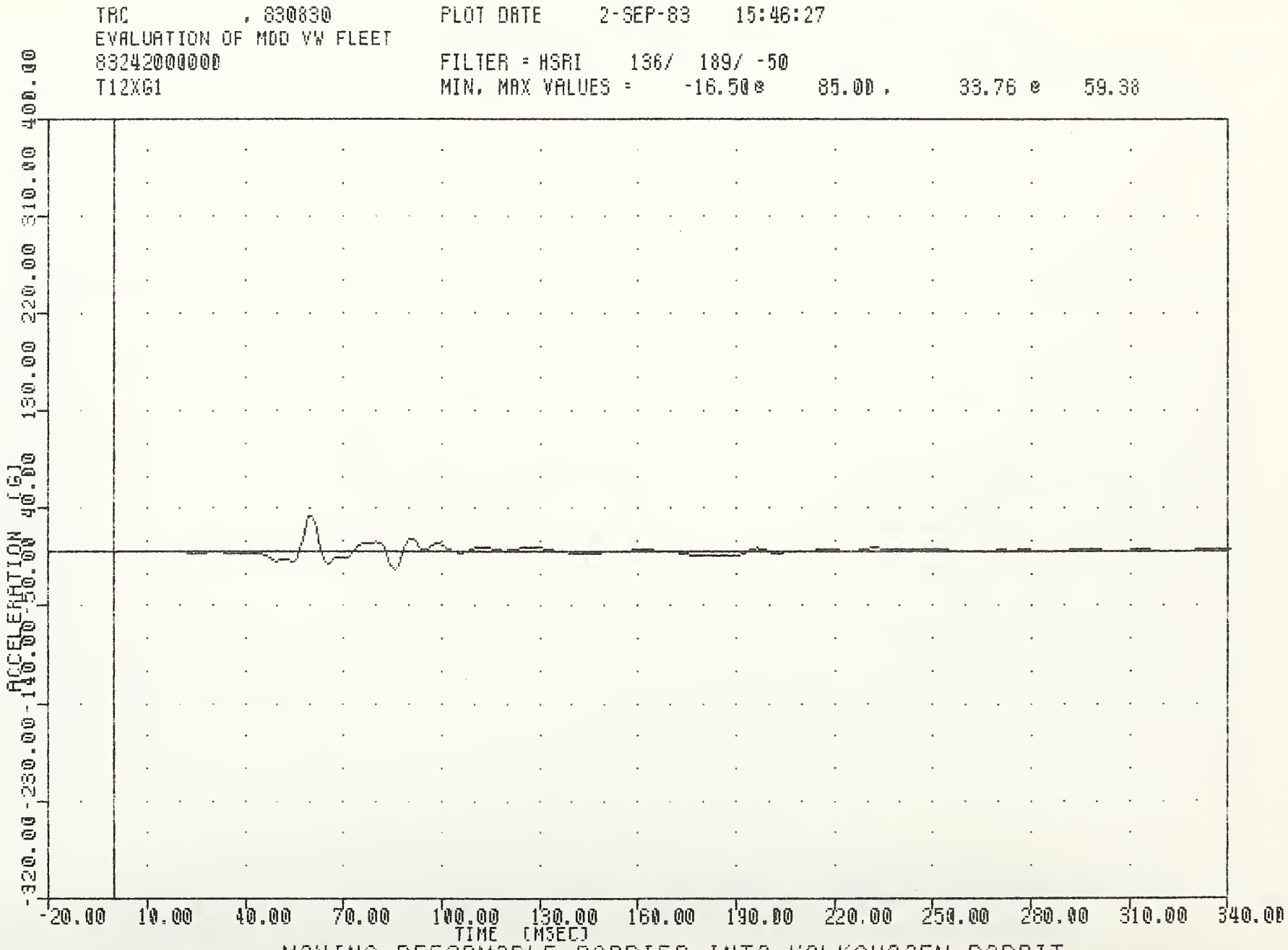


MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER UPPER SPINE RESULTANT USING T01YGA

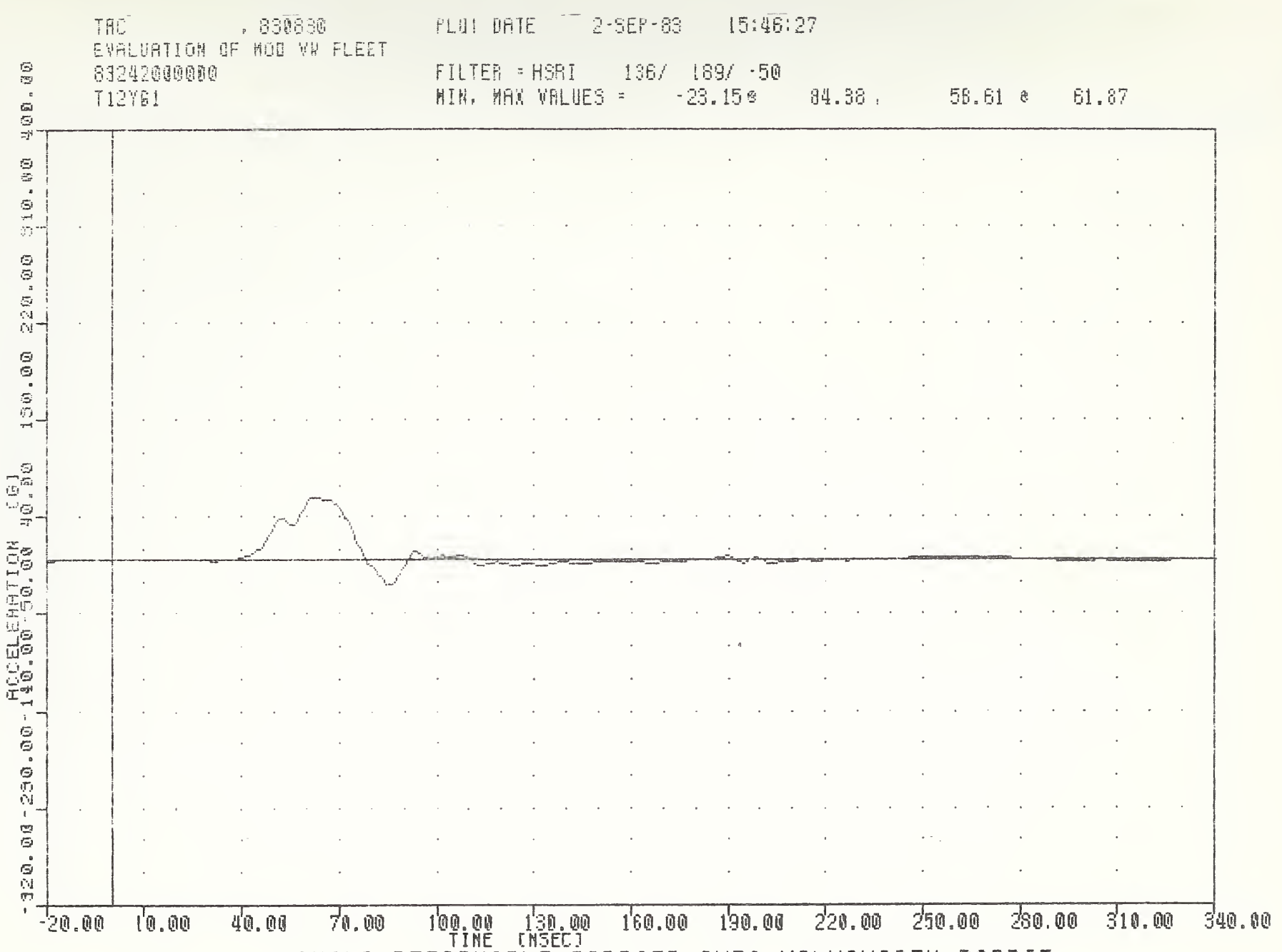

IRC , 830830
PLOT DATE 6-SEP-83 15:06:46
EVALUATION OF MOD VW FLEET
83242000000
FILTER = HSRI 136/ 189/ -50
T01YV1
MIN, MAX VALUES = -0.03 @ 45.00 , 20.58 @ 82.50
VELOCITY (MPH)
60.00
50.00
40.00
30.00
20.00
10.00
0.00
-10.00
-20.00
-20.00
10.00
40.00
70.00
100.00
130.00
160.00
190.00
220.00
250.00
280.00
310.00
340.00
TIME (MSEC)
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING T01YG1



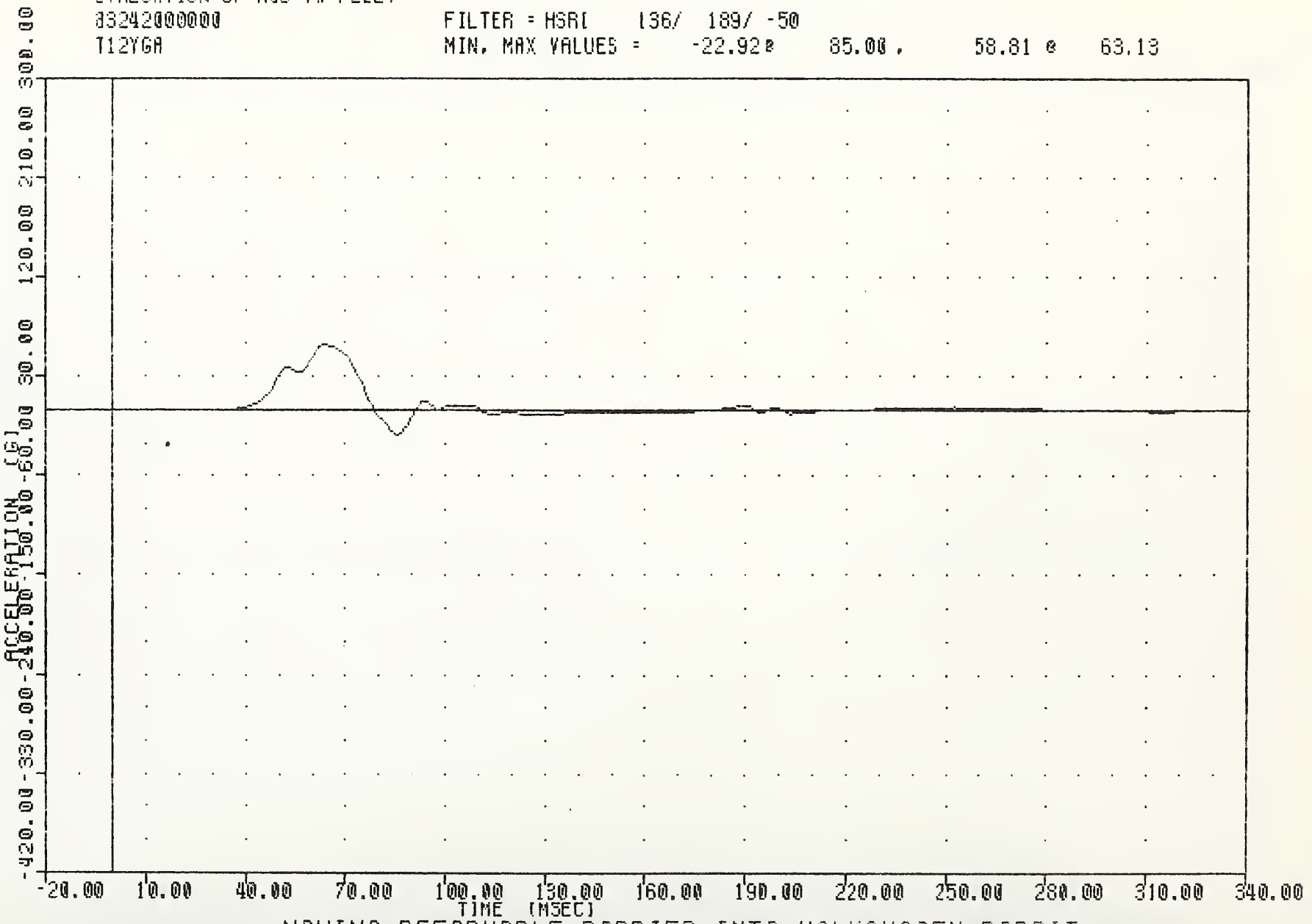
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING T01YGA



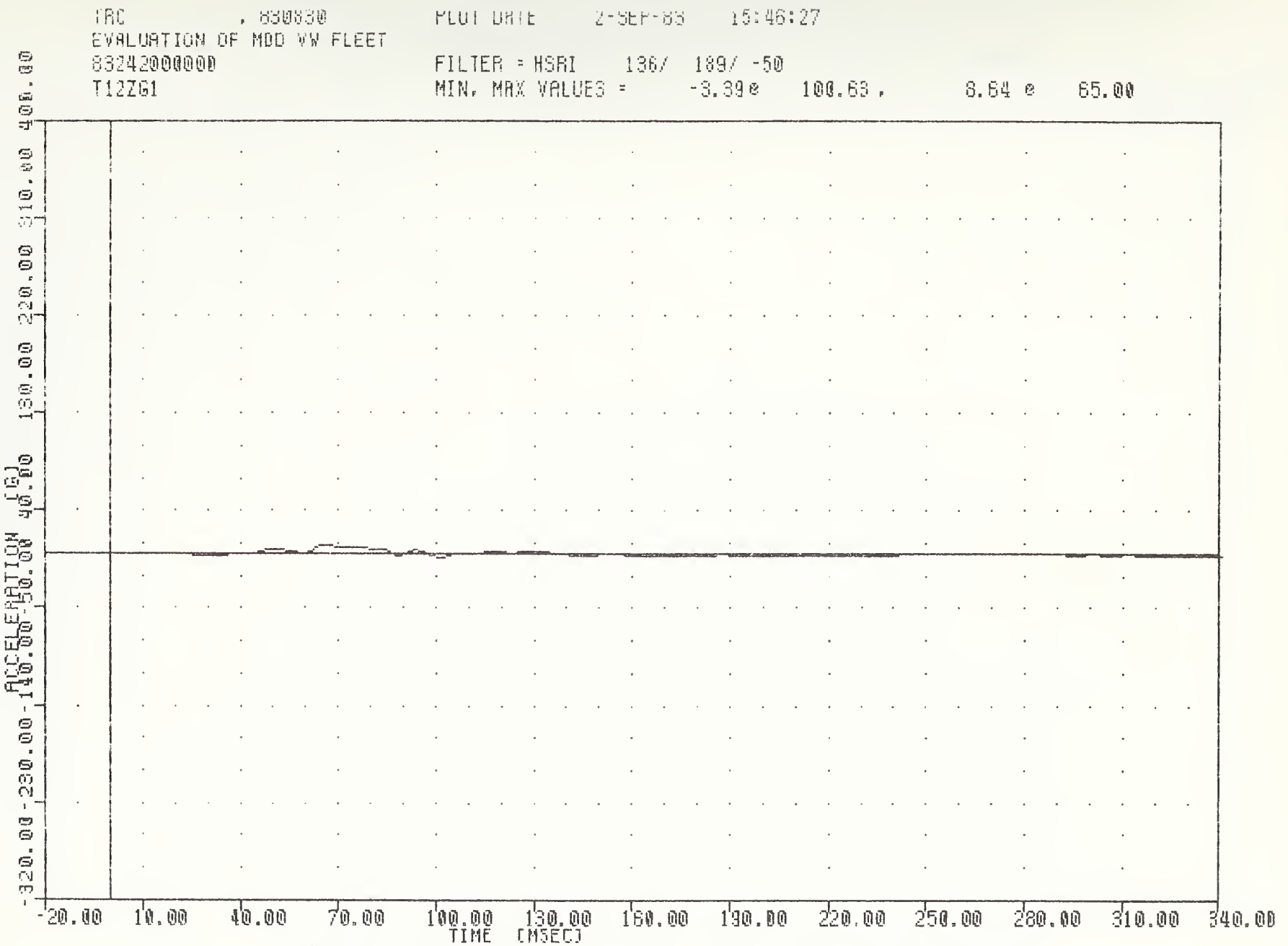
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER LOWER SPINE ACCELERATION X AXIS



MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER LOWER SPINE ACCELERATION Y AXIS

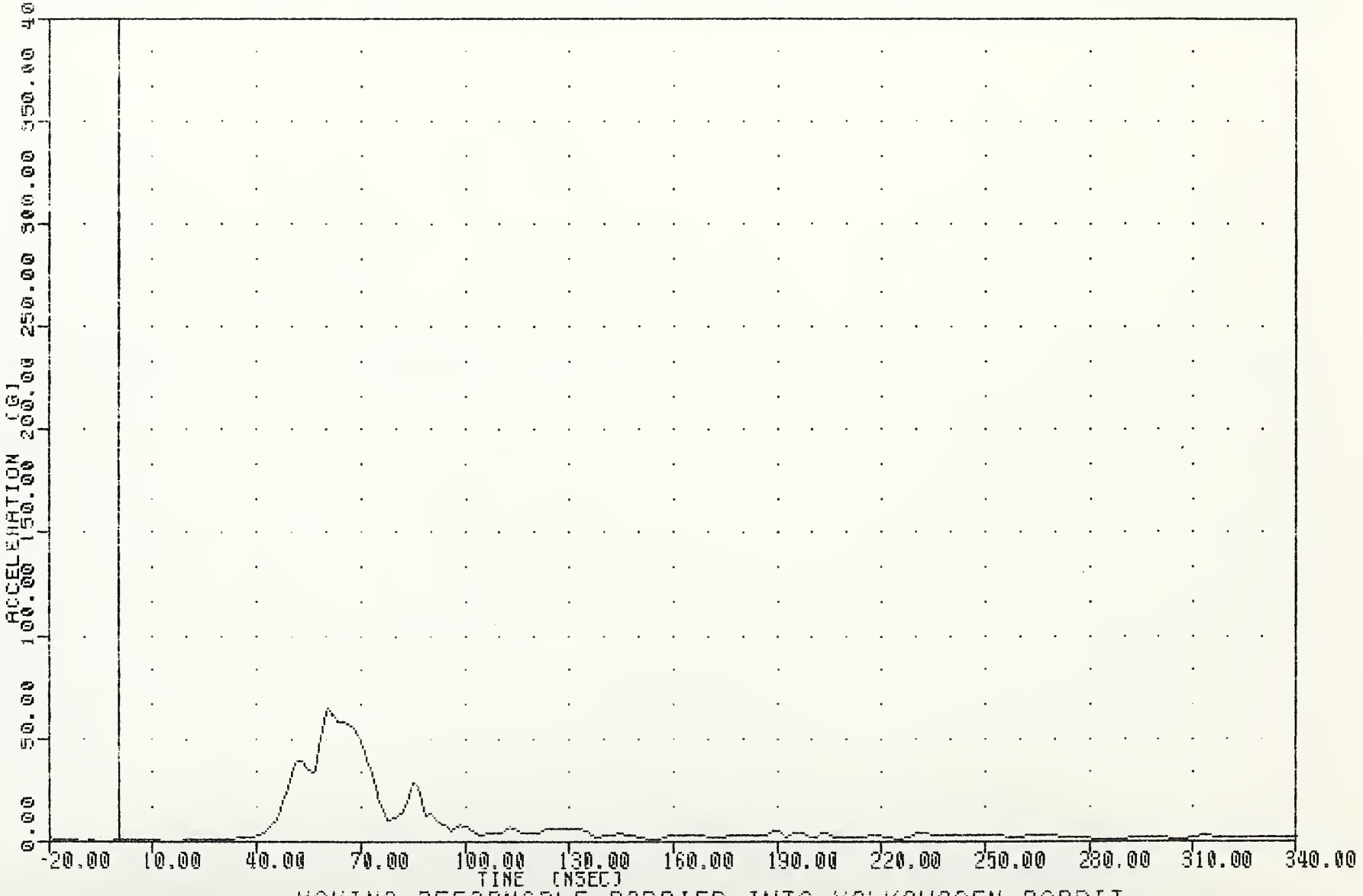


MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER LOWER SPINE ACCELERATION -2 Y AXIS

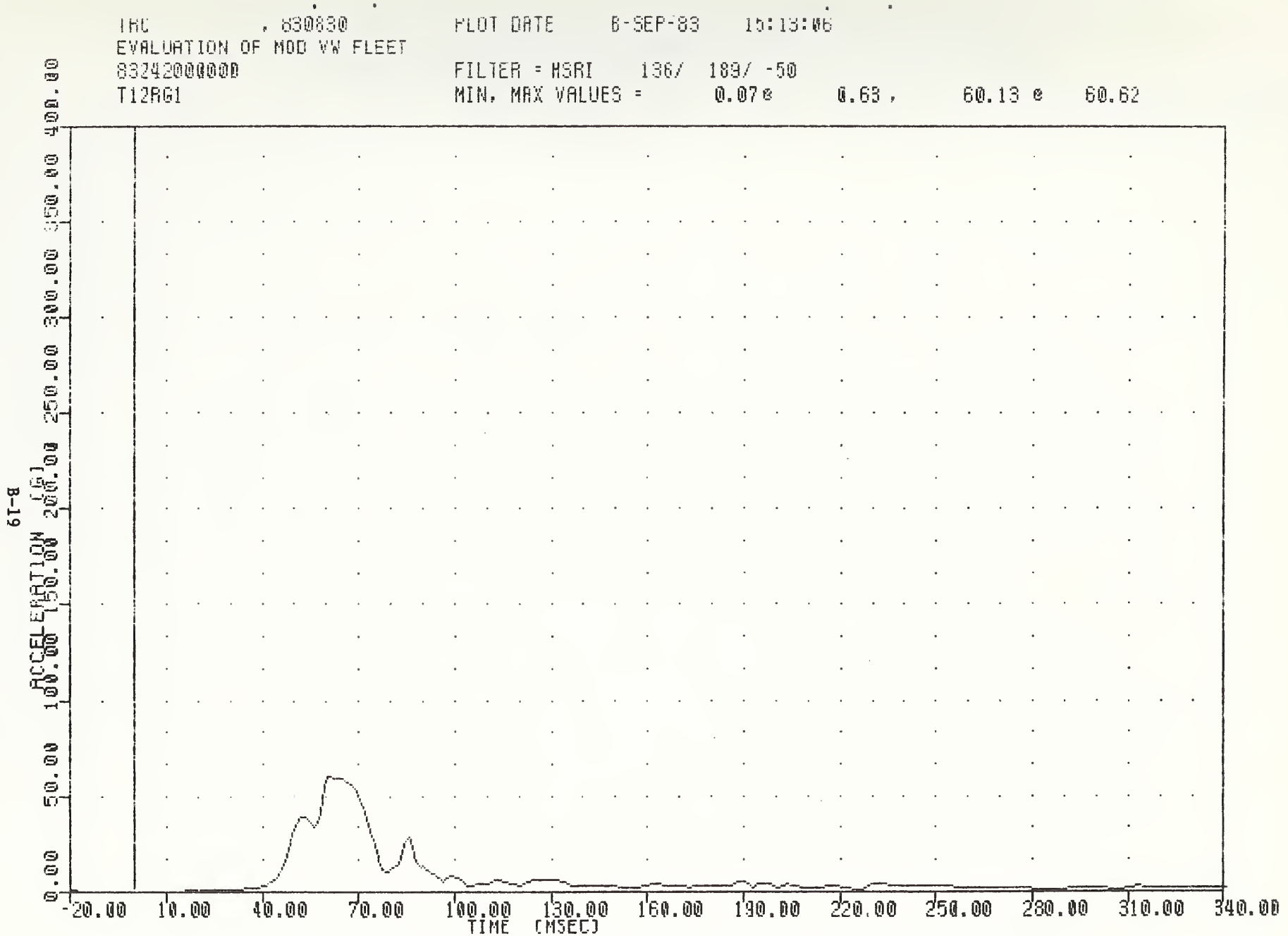


MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER LOWER SPINE ACCELERATION Z AXIS

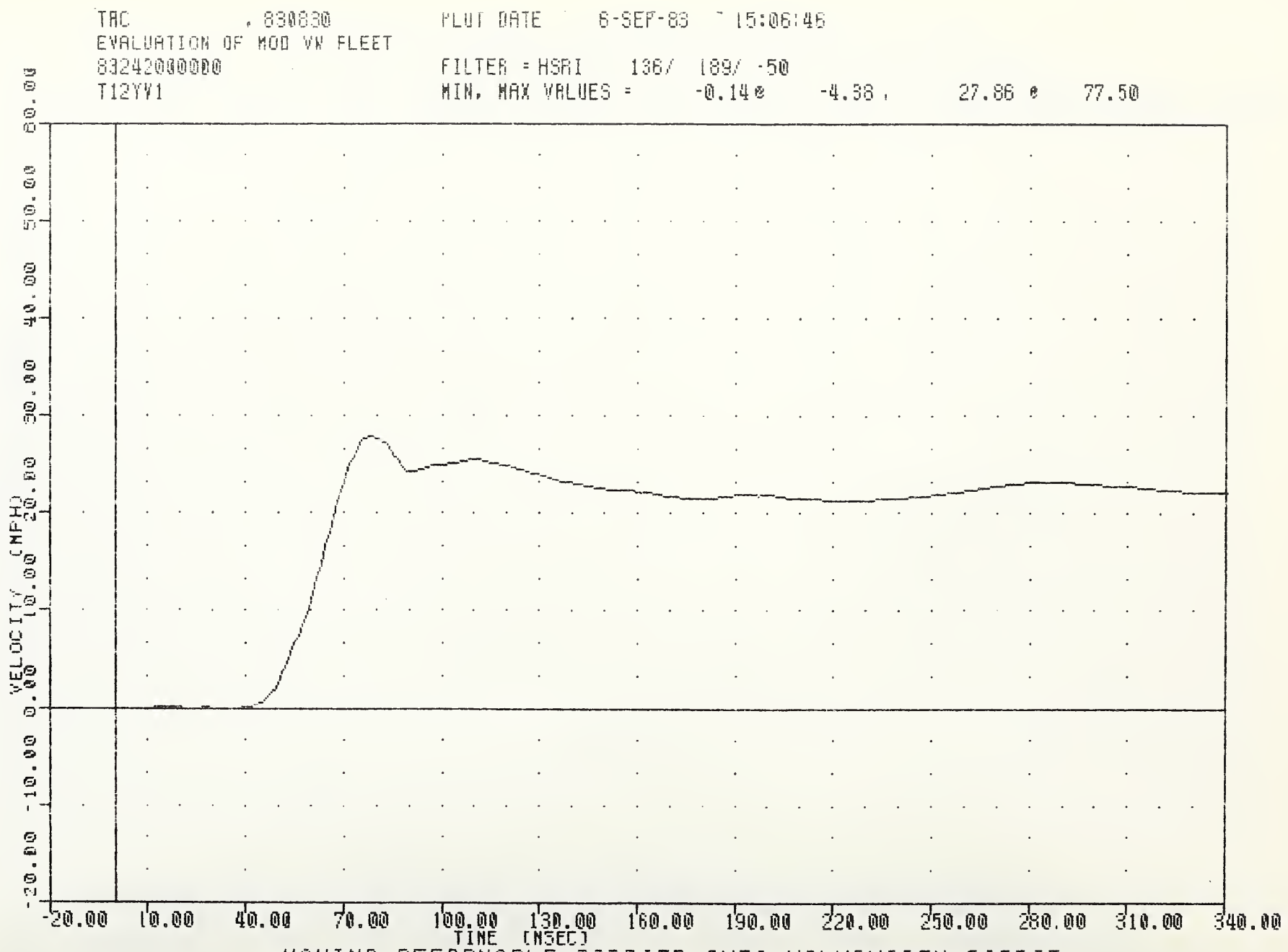
TRC , 830830 PLOT DATE 6-SEP-83 09:23:37
EVALUATION OF MOD VW FLEET
832420000000 FILTER = HSRI 136/ 189/ -50
T12R61 MIN, MAX VALUES = 0.07 @ -4.38 , 64.52 @ 60.00



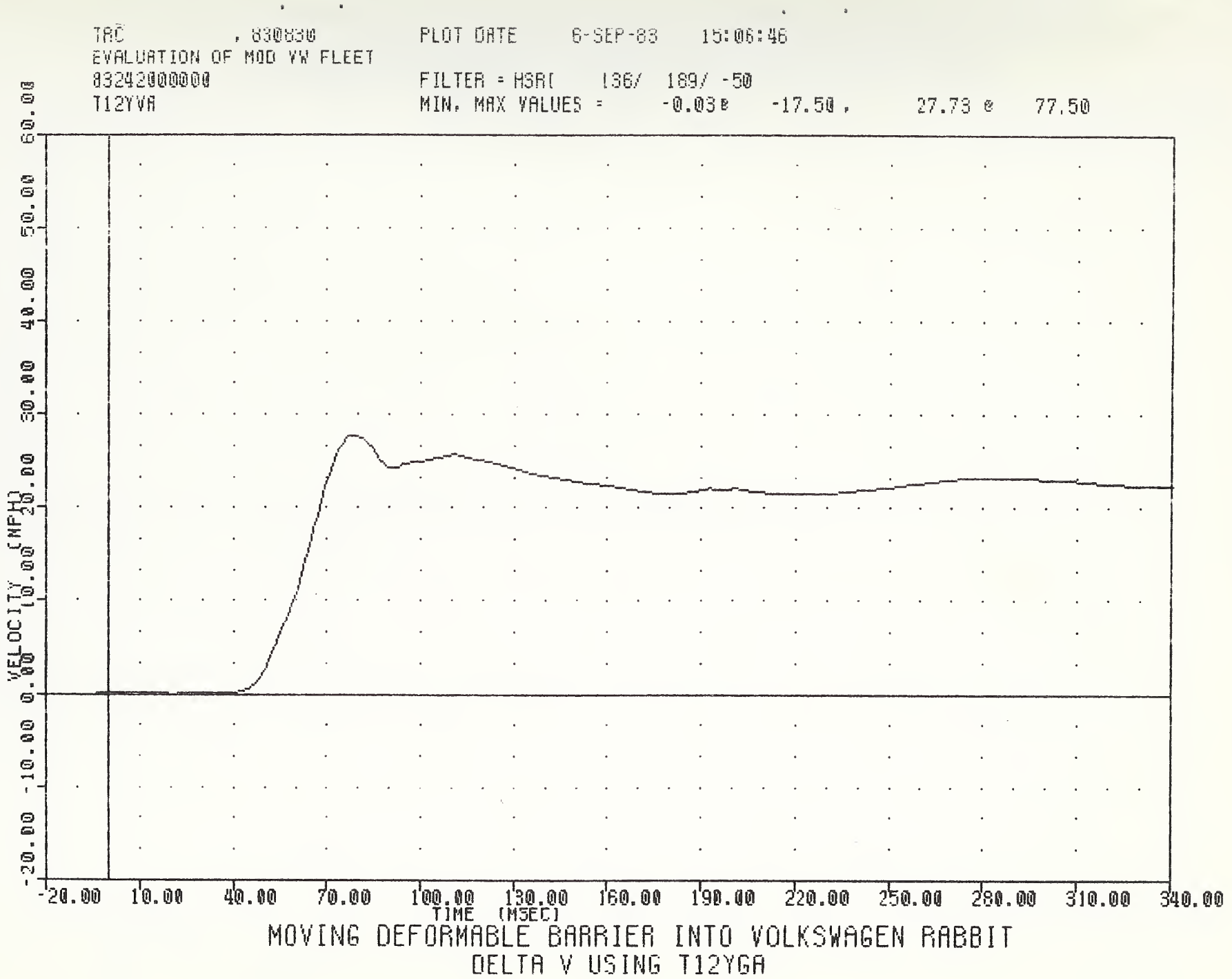
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER LOWER SPINE RESULTANT



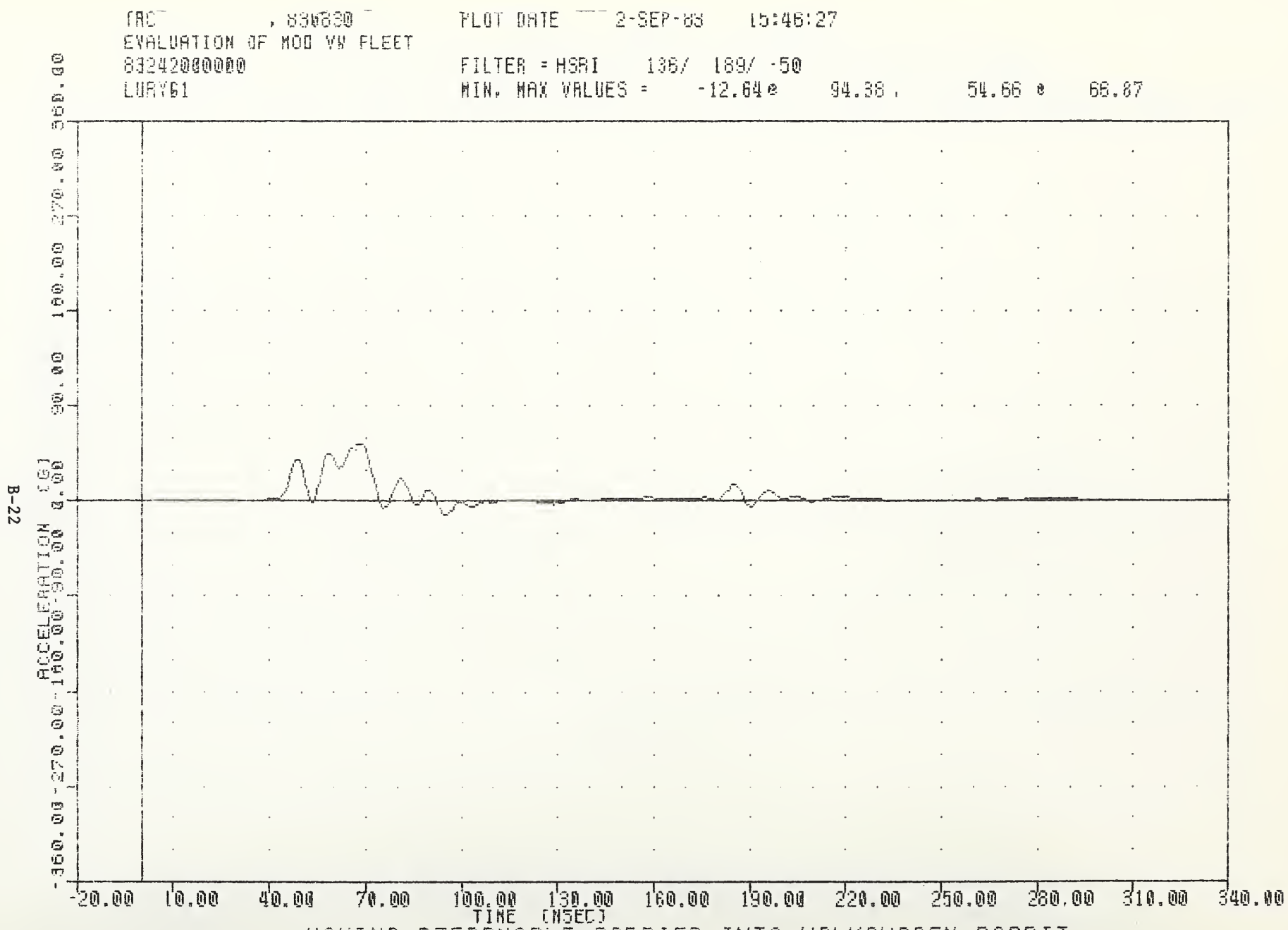
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER LOWER SPINE RESULTANT USING T12YGA



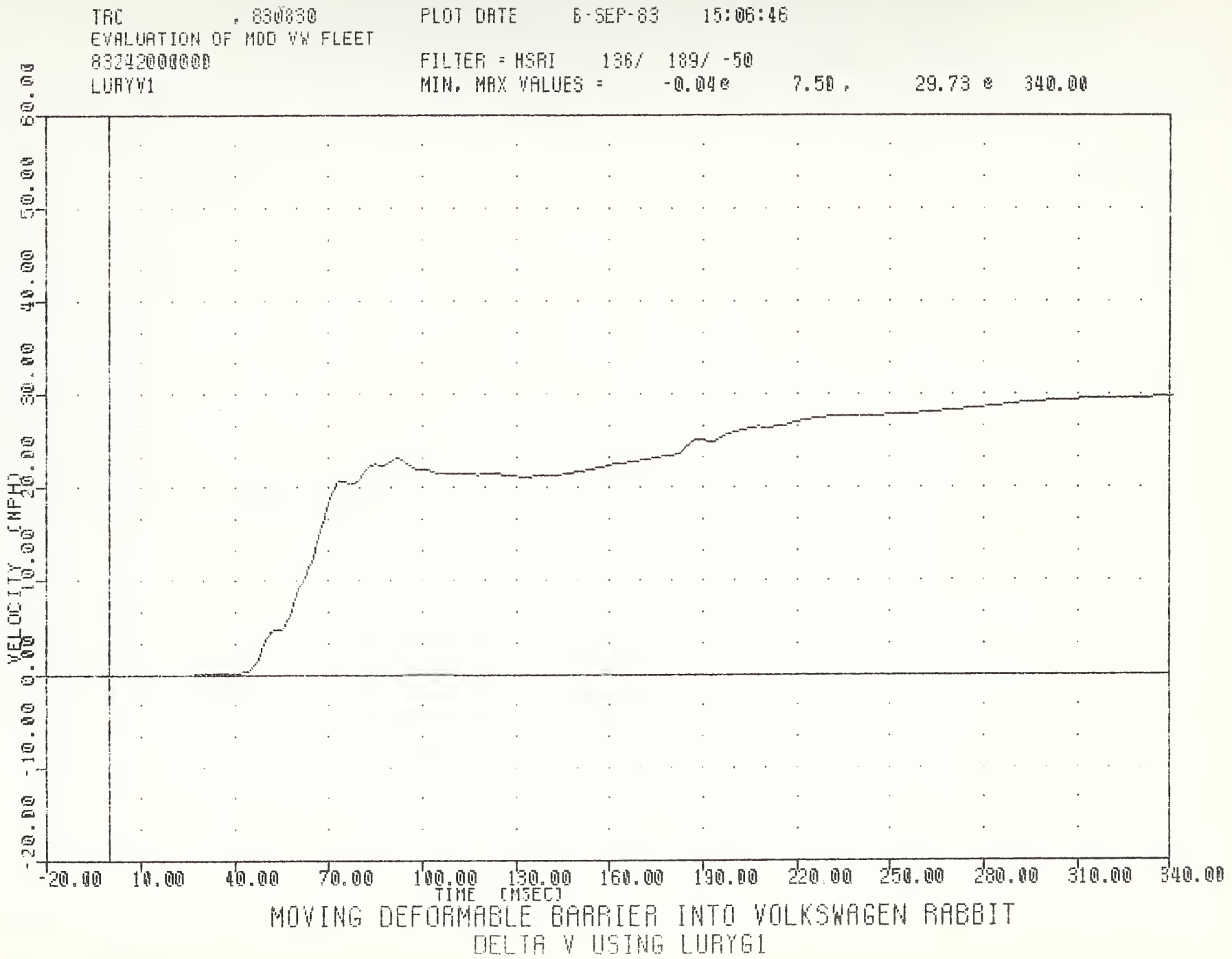
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING T12YG1



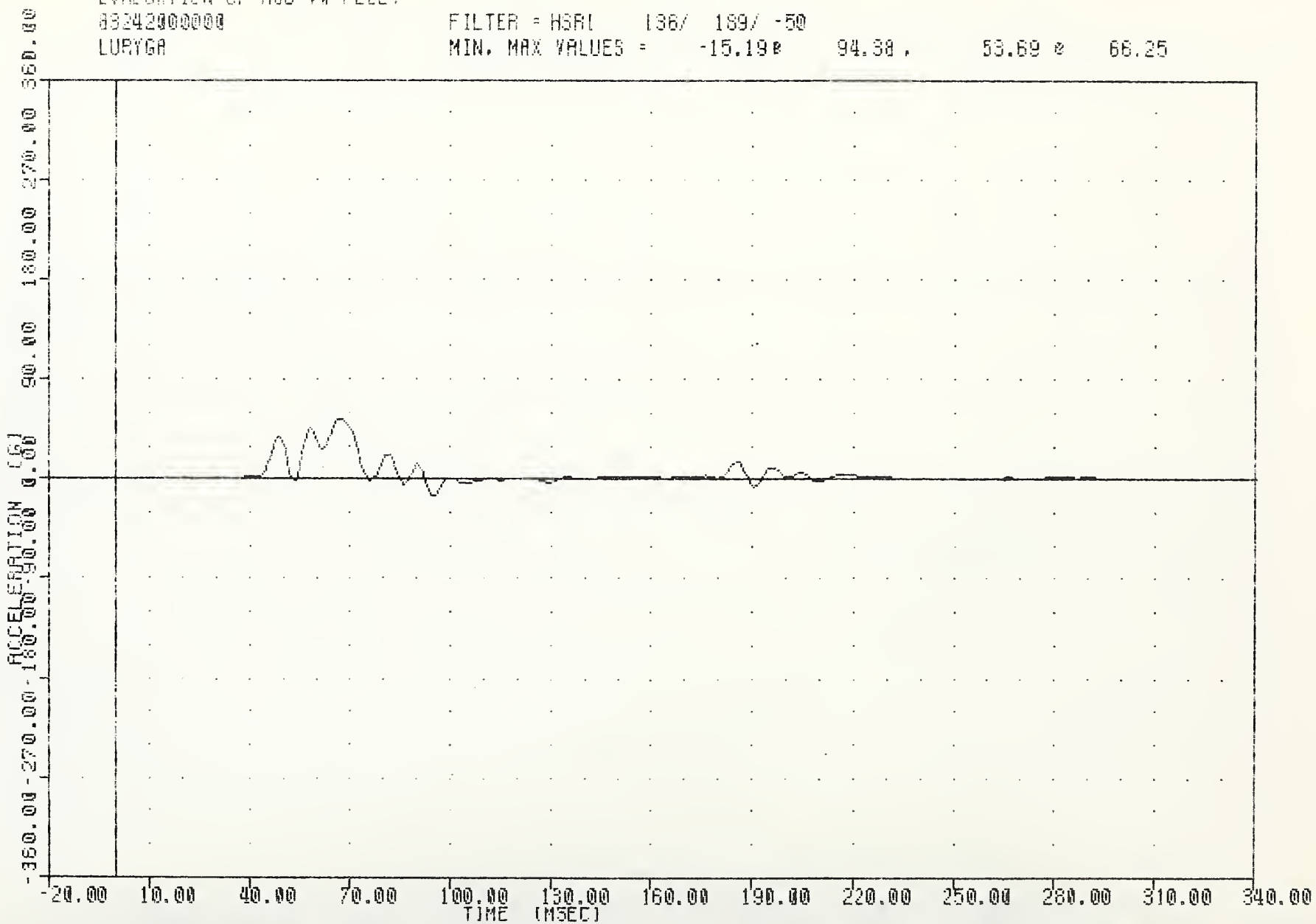
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING T12YGA



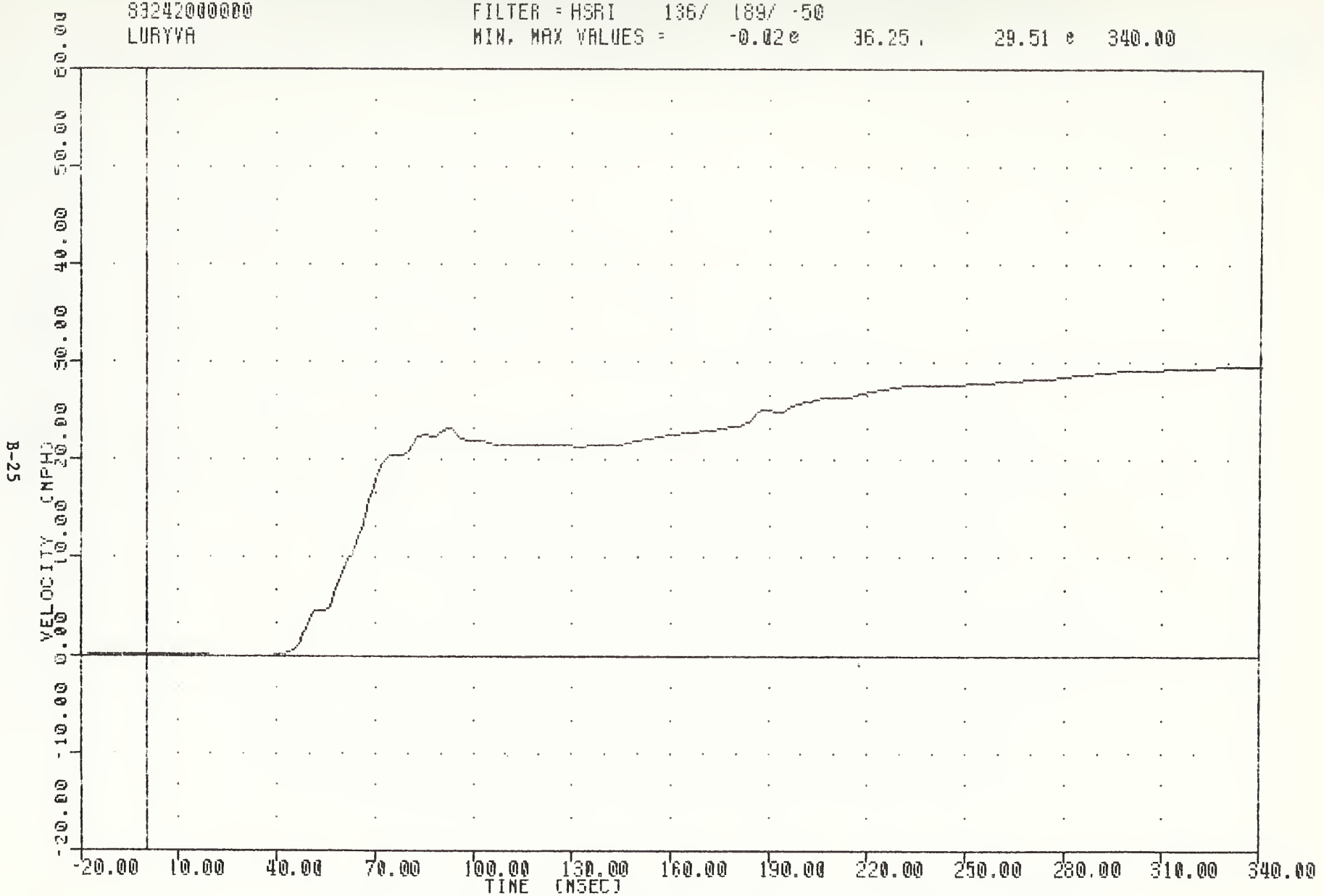
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER LEFT UPPER RIB ACCELERATION Y AXIS



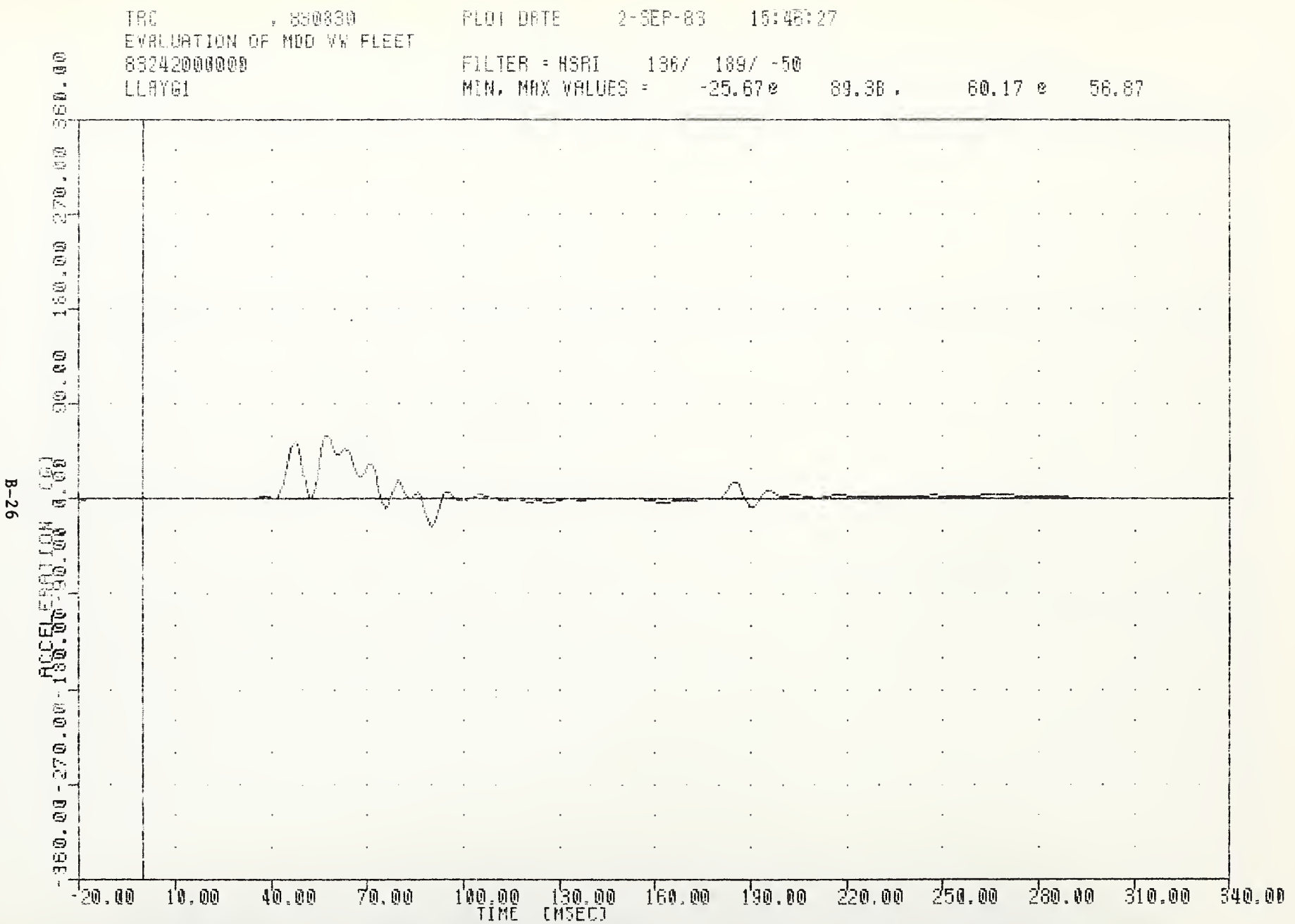
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING LURYG1



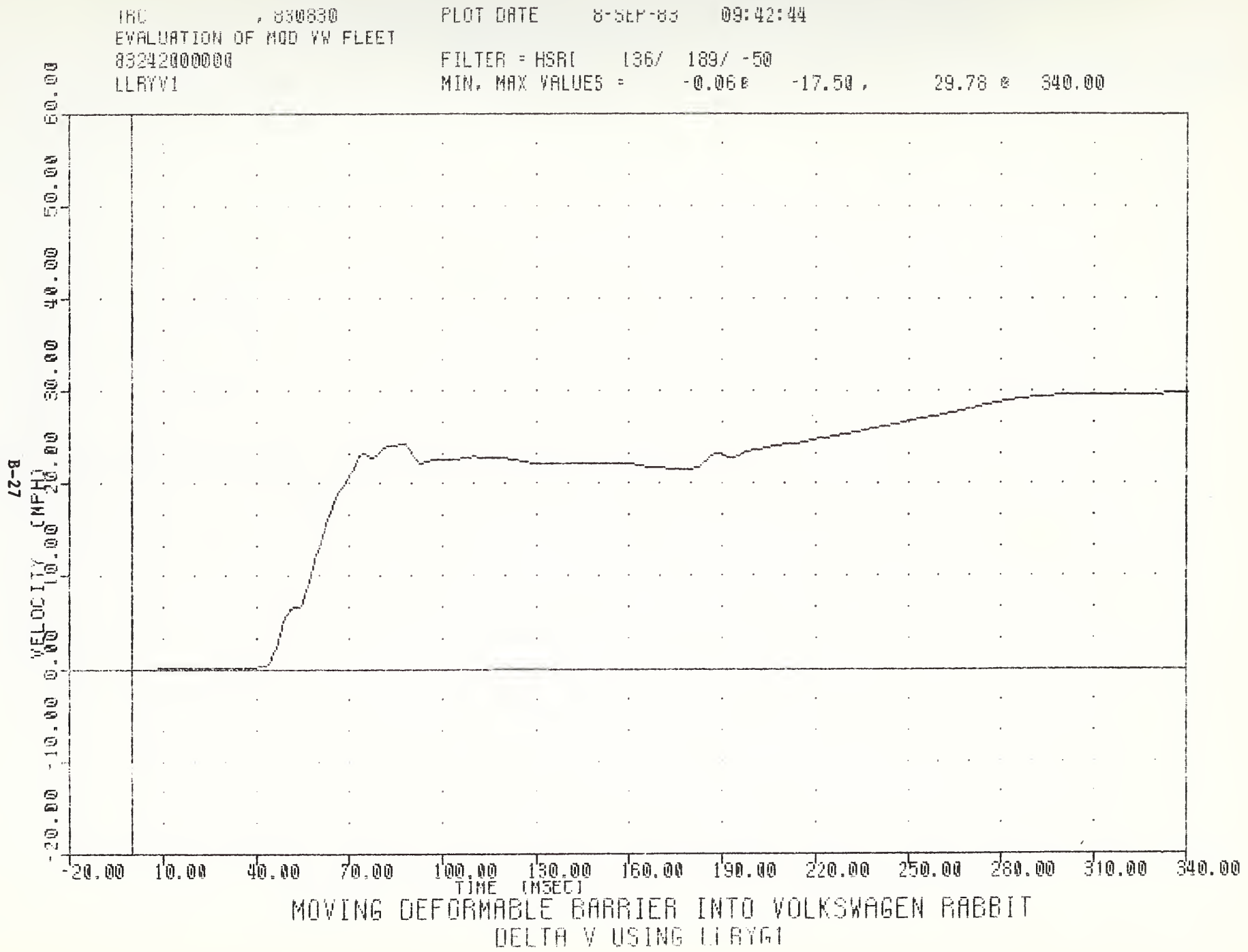
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER LEFT UPPER RIB ACCELERATION -2 Y AXIS



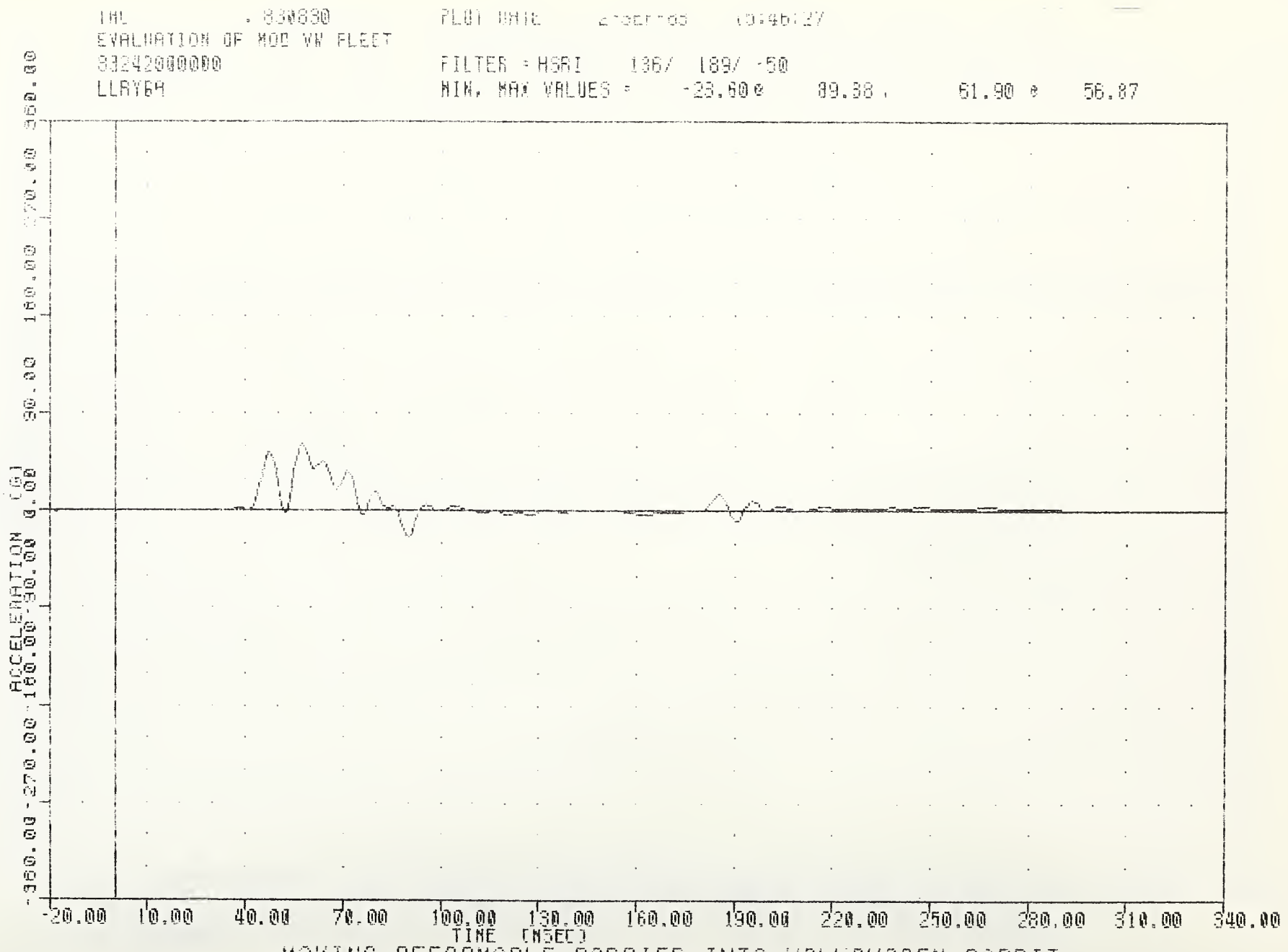
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING LURYGA



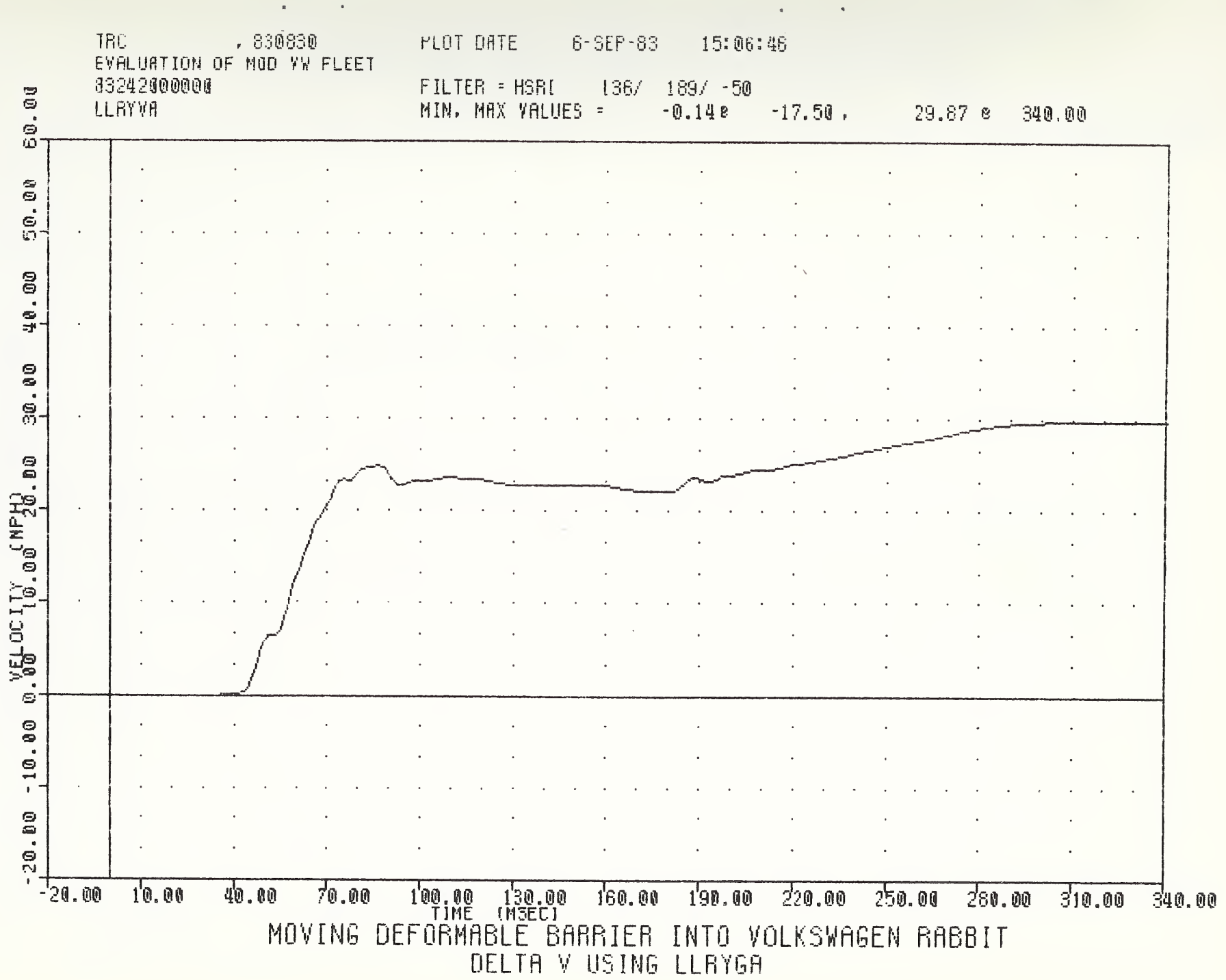
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER LEFT LOWER RIB ACCELERATION Y AXIS



MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING LIRYG1

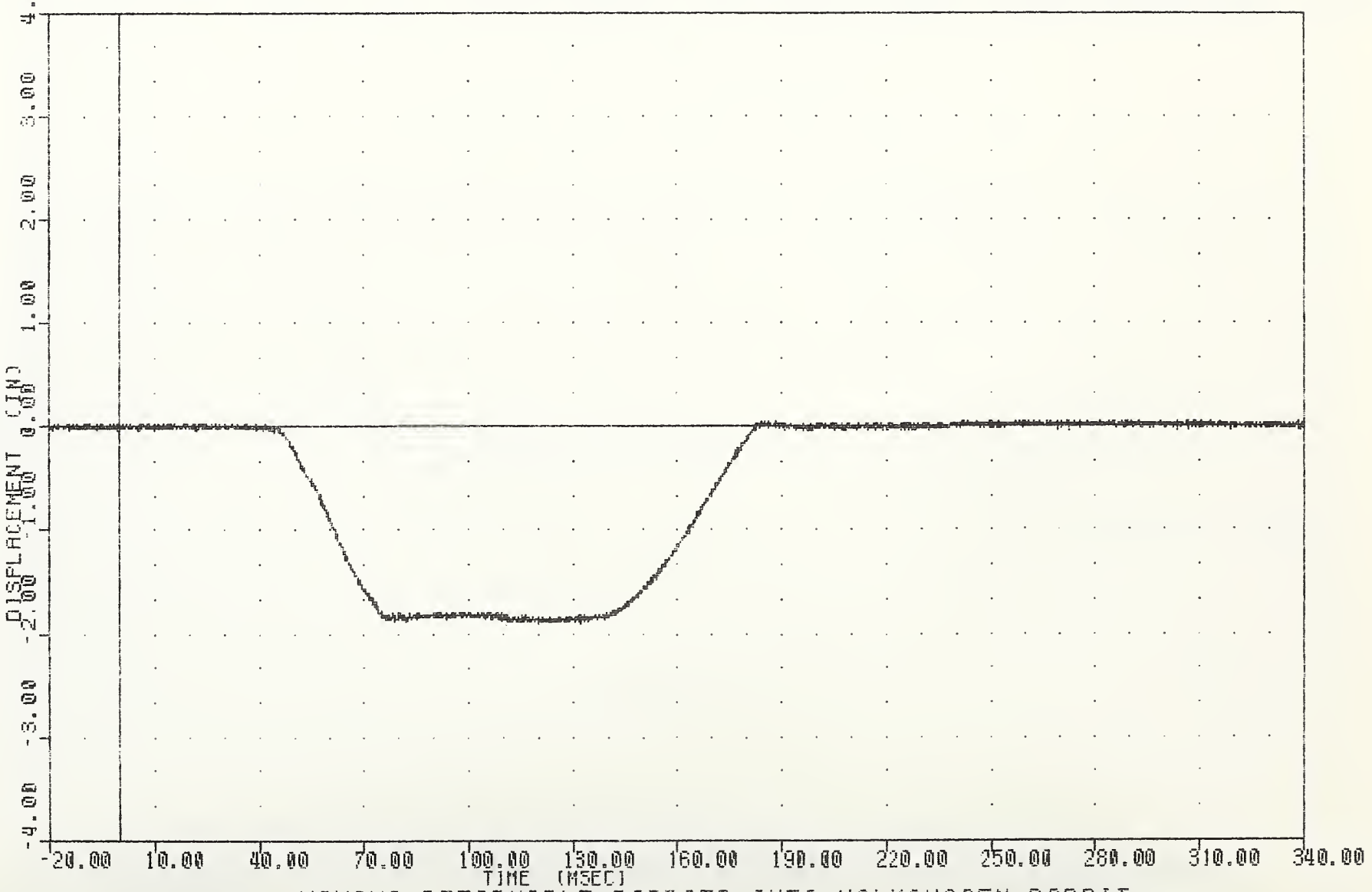


MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER LEFT LOWER RIB ACCELERATION -2 Y AXIS

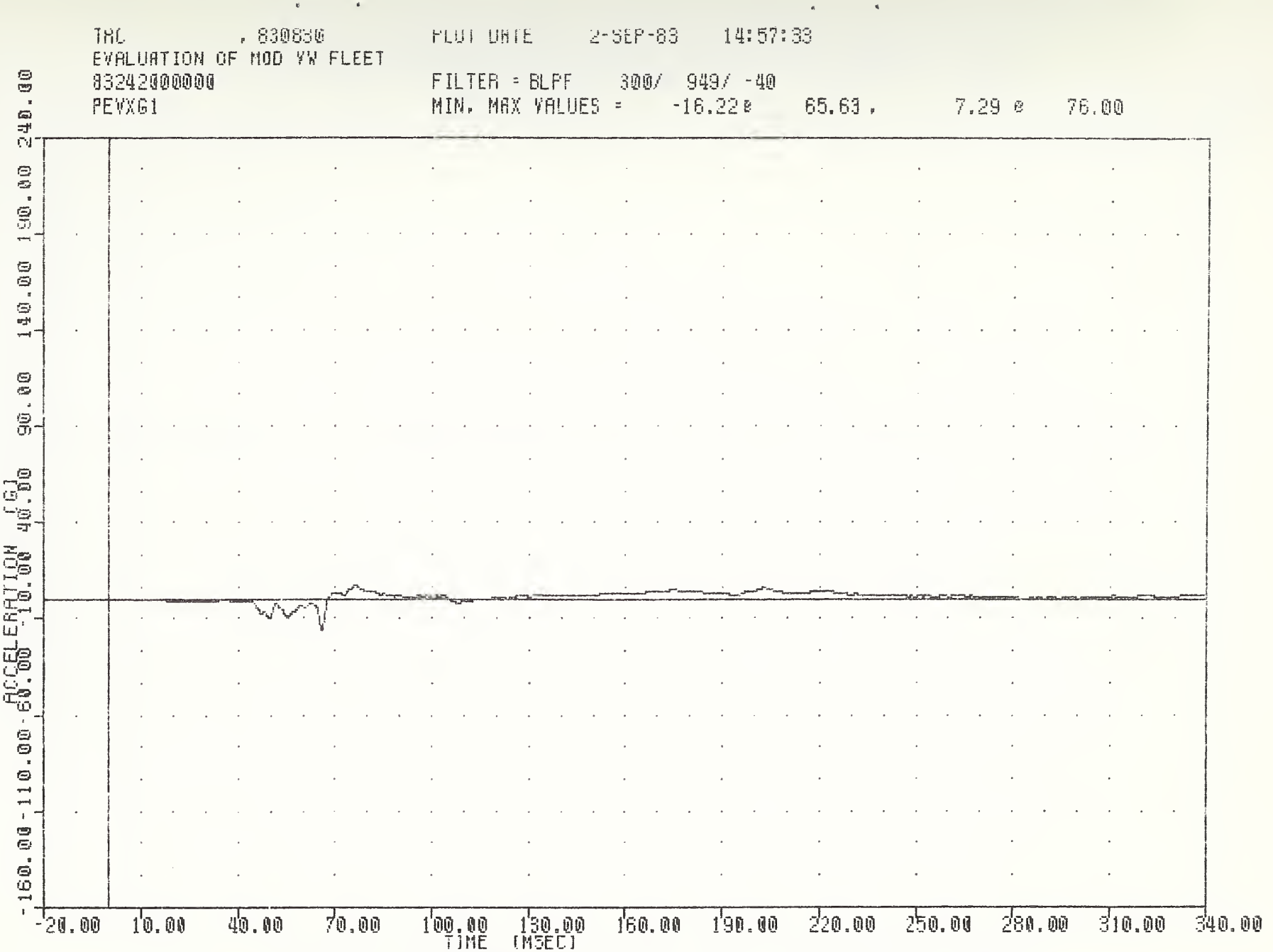


MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING LLRYGA

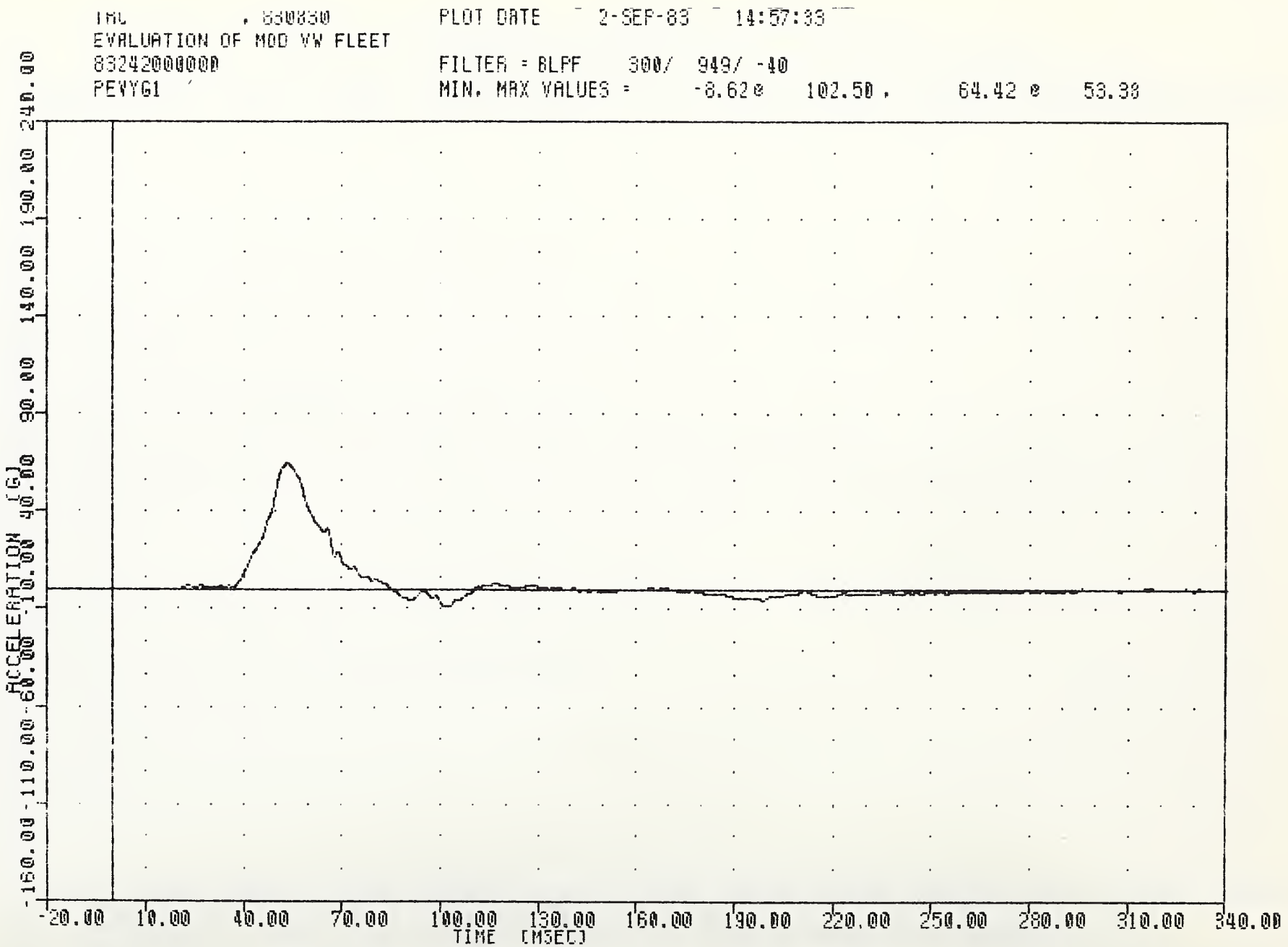
TRC , 830830 PLOT DATE 2-SEP-83 14:57:33
EVALUATION OF MOD VW FLEET
83242000000 FILTER = ALPF 1650/ 5217/ -40
LRTYD1 MIN, MAX VALUES = -1.90 @ 132.13 , 0.06 @ 277.88



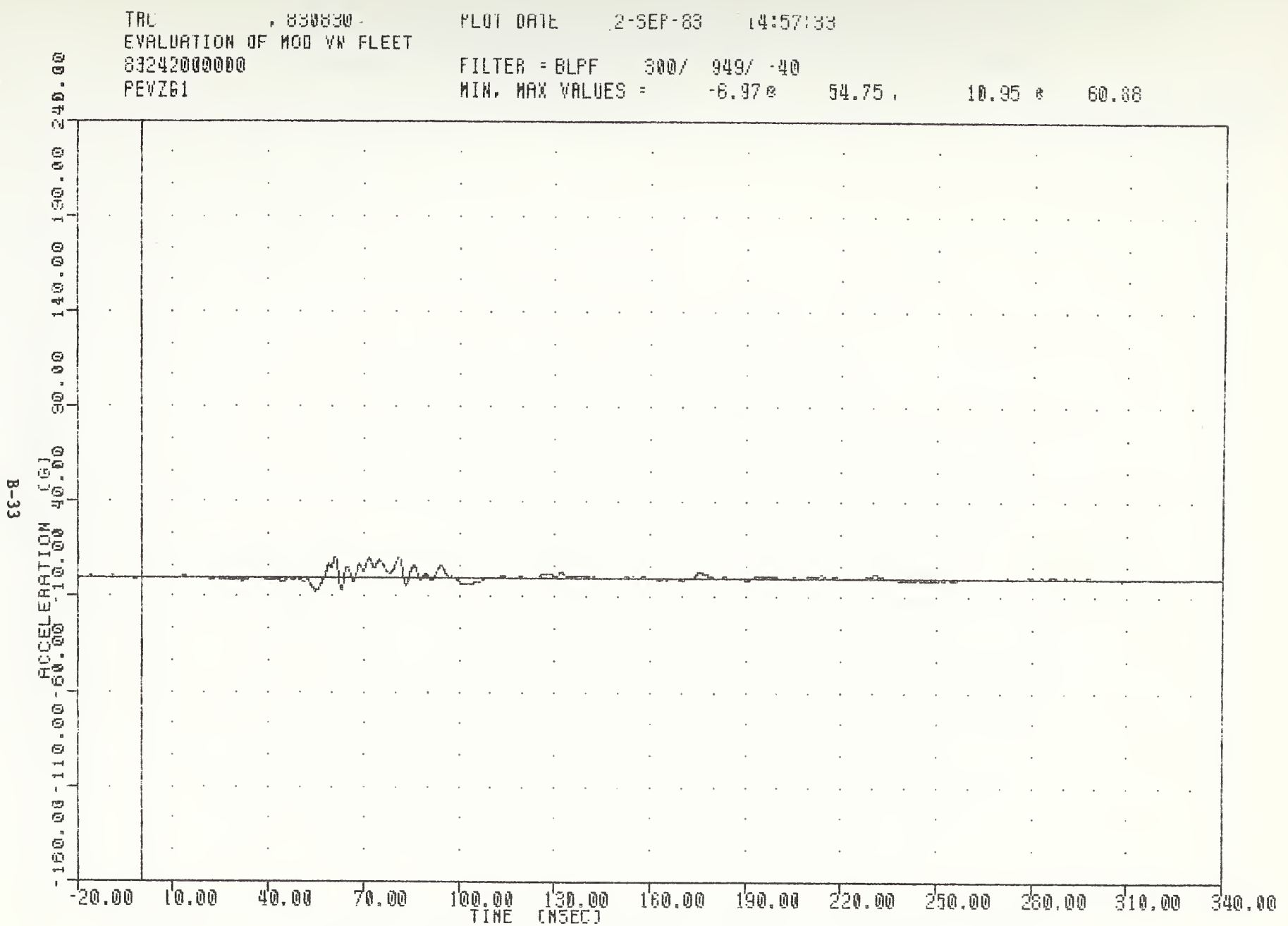
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER LEFT RIB TO SPINE DISPLACEMENT INCHES



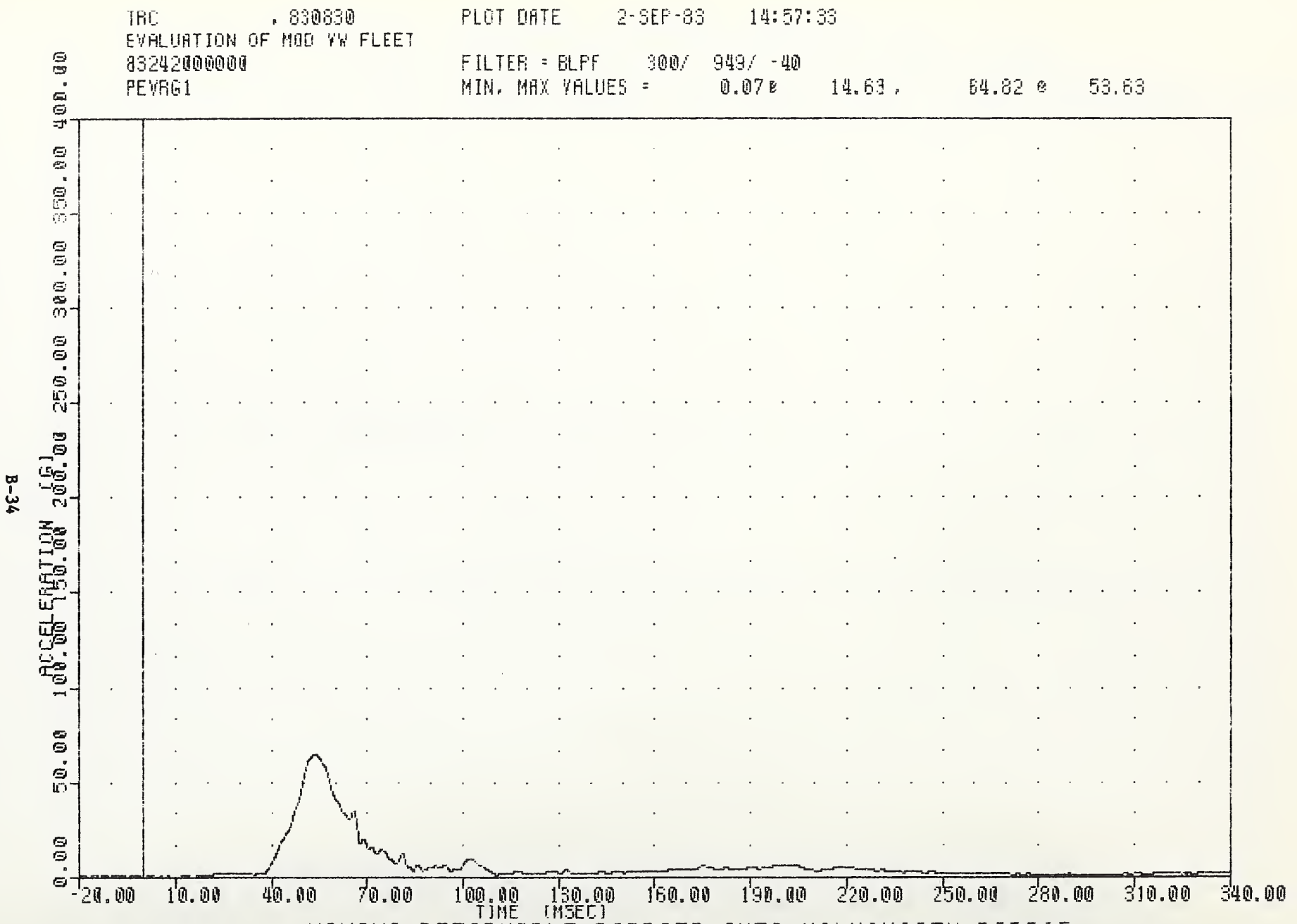
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER PELVIS ACCELERATION X AXIS

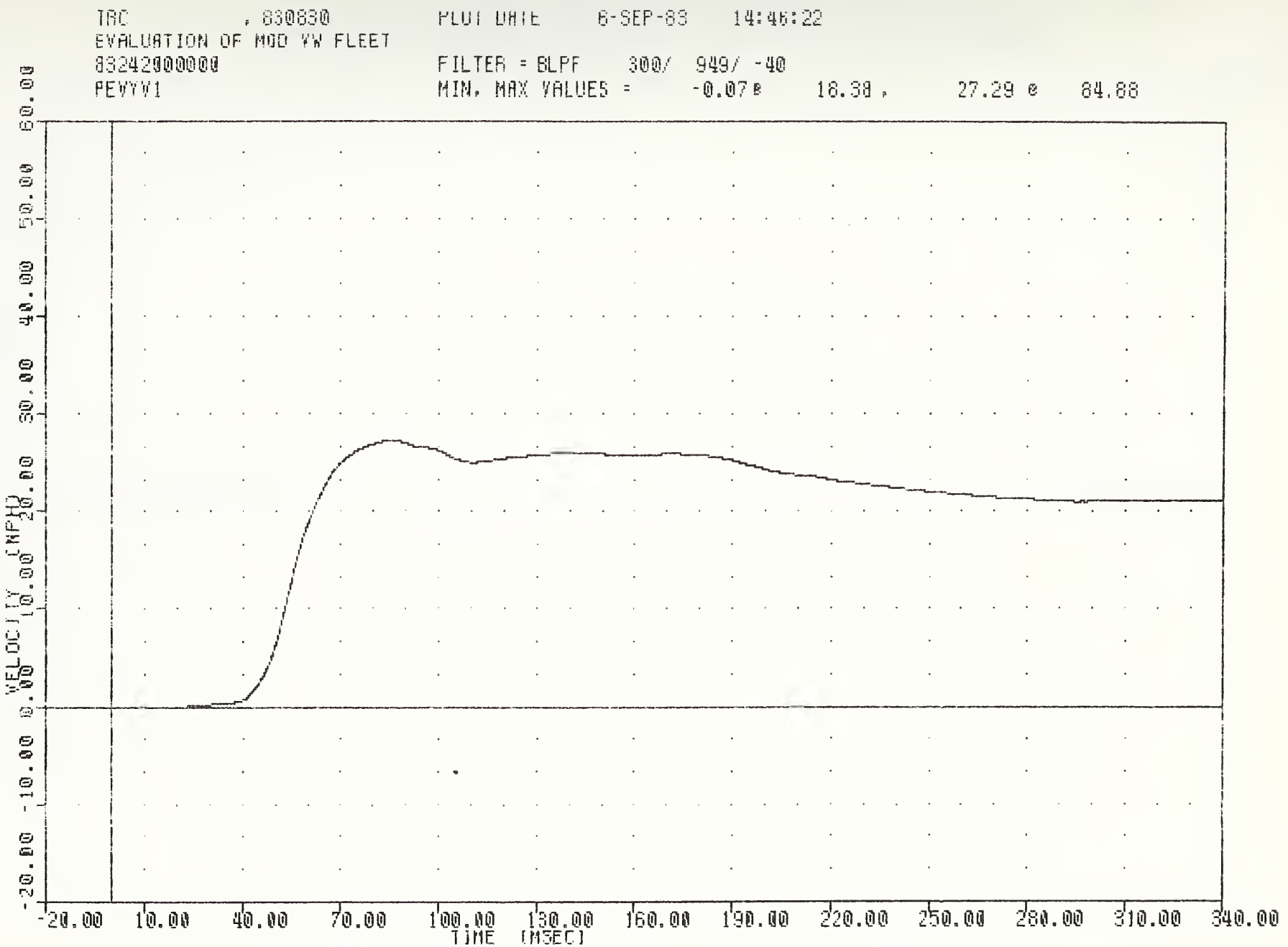


MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER PELVIS ACCELERATION Y AXIS

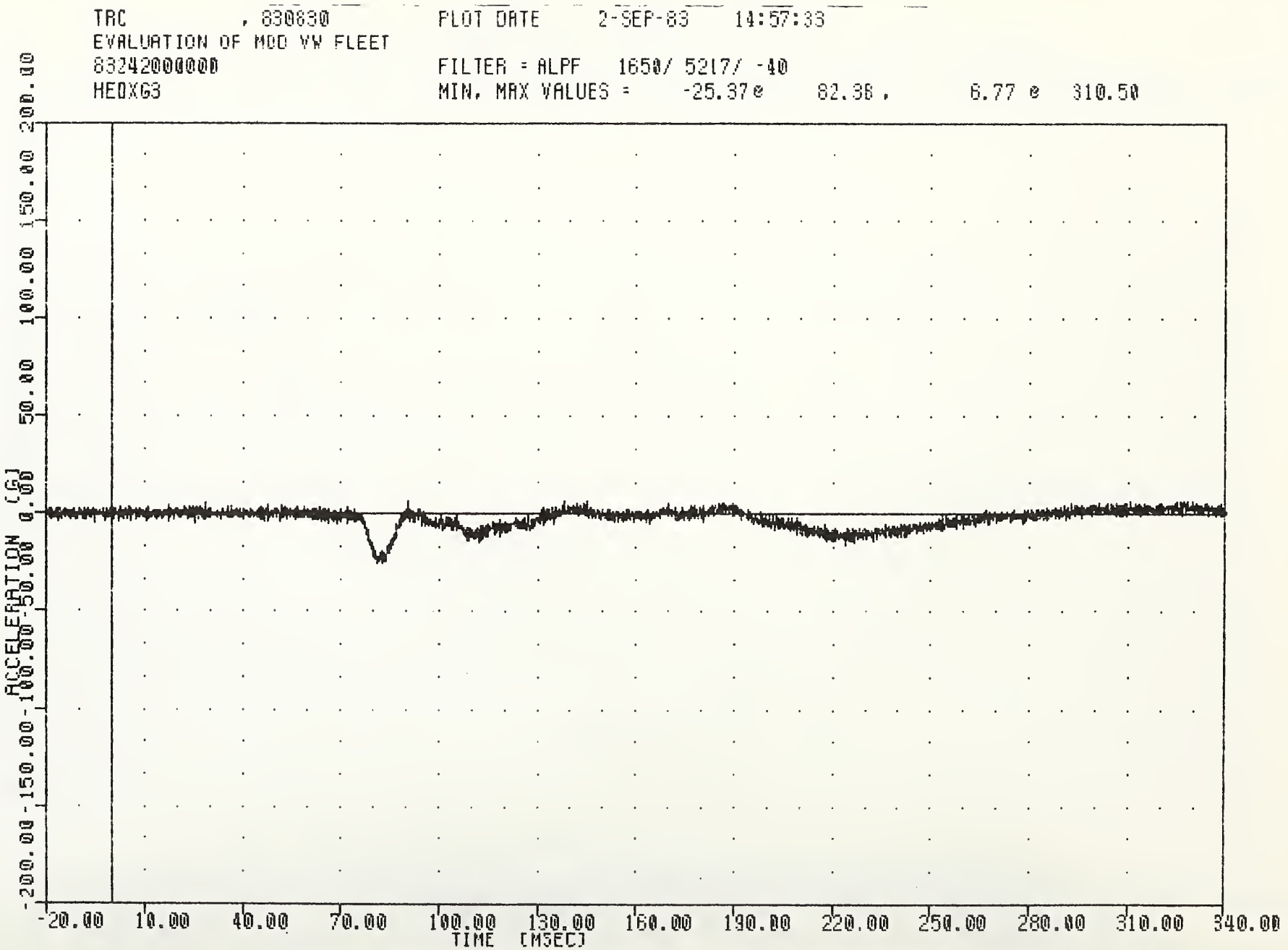


MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER PELVIS ACCELERATION Z AXIS

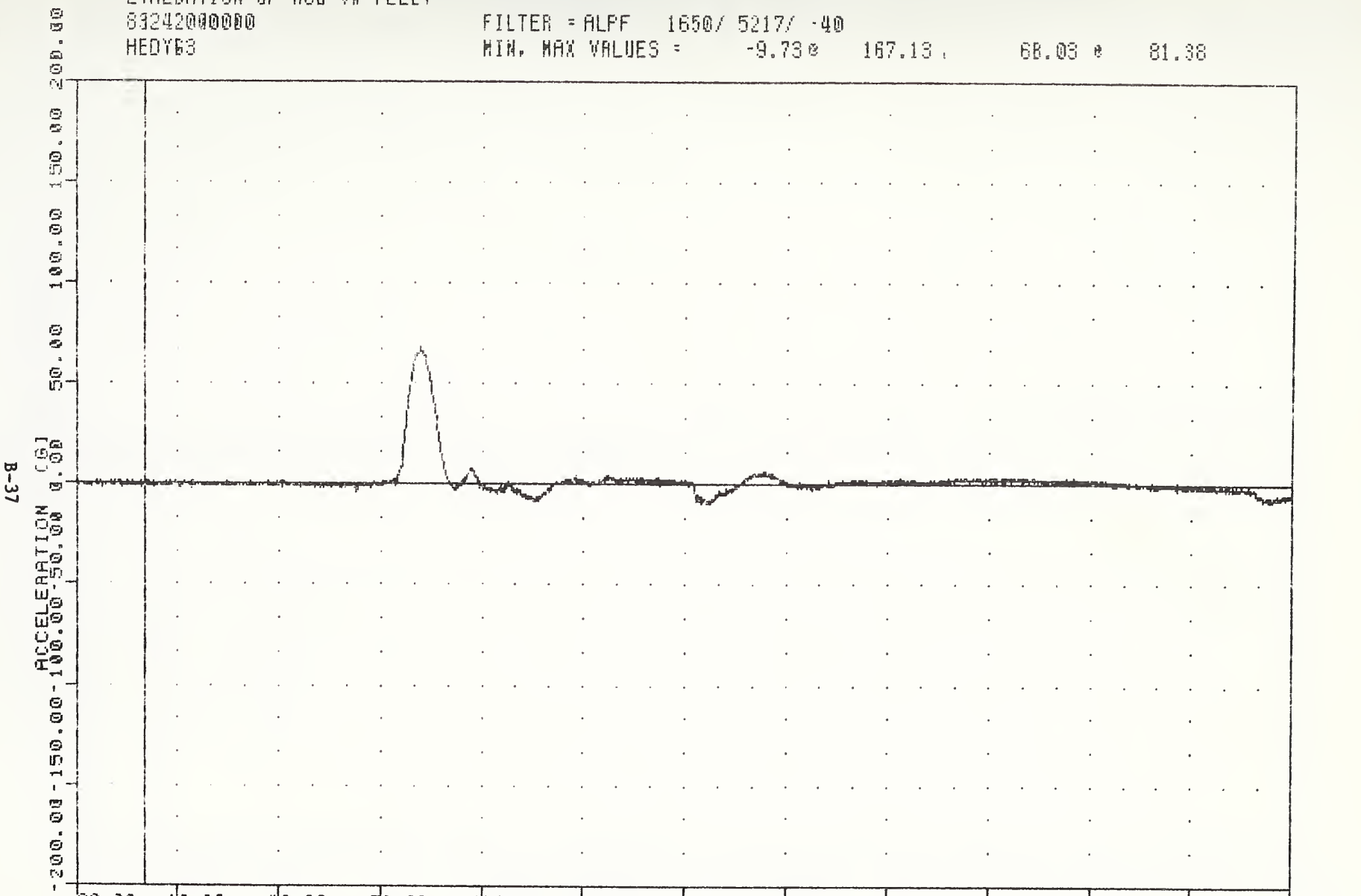

TRC , 830830
PLOT DATE 2-SEP-83 14:57:33
EVALUATION OF MOD VW FLEET
83242000000
FILTER = BLPF 300/ 949/ -40
PEVRG1
MIN, MAX VALUES = 0.07@ 14.63 , 64.82 @ 53.63
ACCELERATION (G)
0.00
50.00
100.00
150.00
200.00
250.00
300.00
350.00
400.00
-20.00
10.00
40.00
70.00
100.00
130.00
160.00
190.00
220.00
250.00
280.00
310.00
340.00
TIME (MSEC)
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DRIVER PELVIS RESULTANT



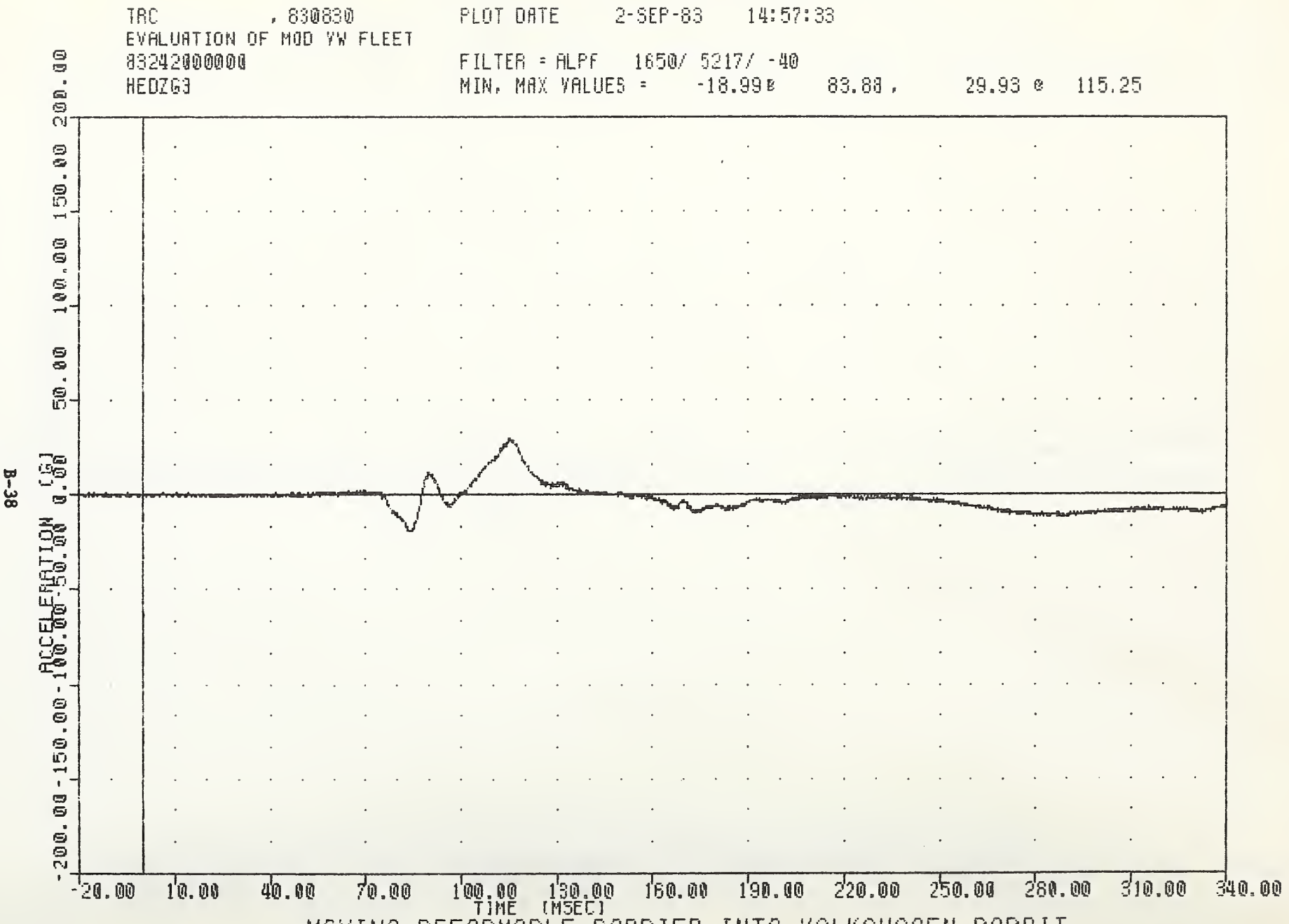
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING PEVYG1



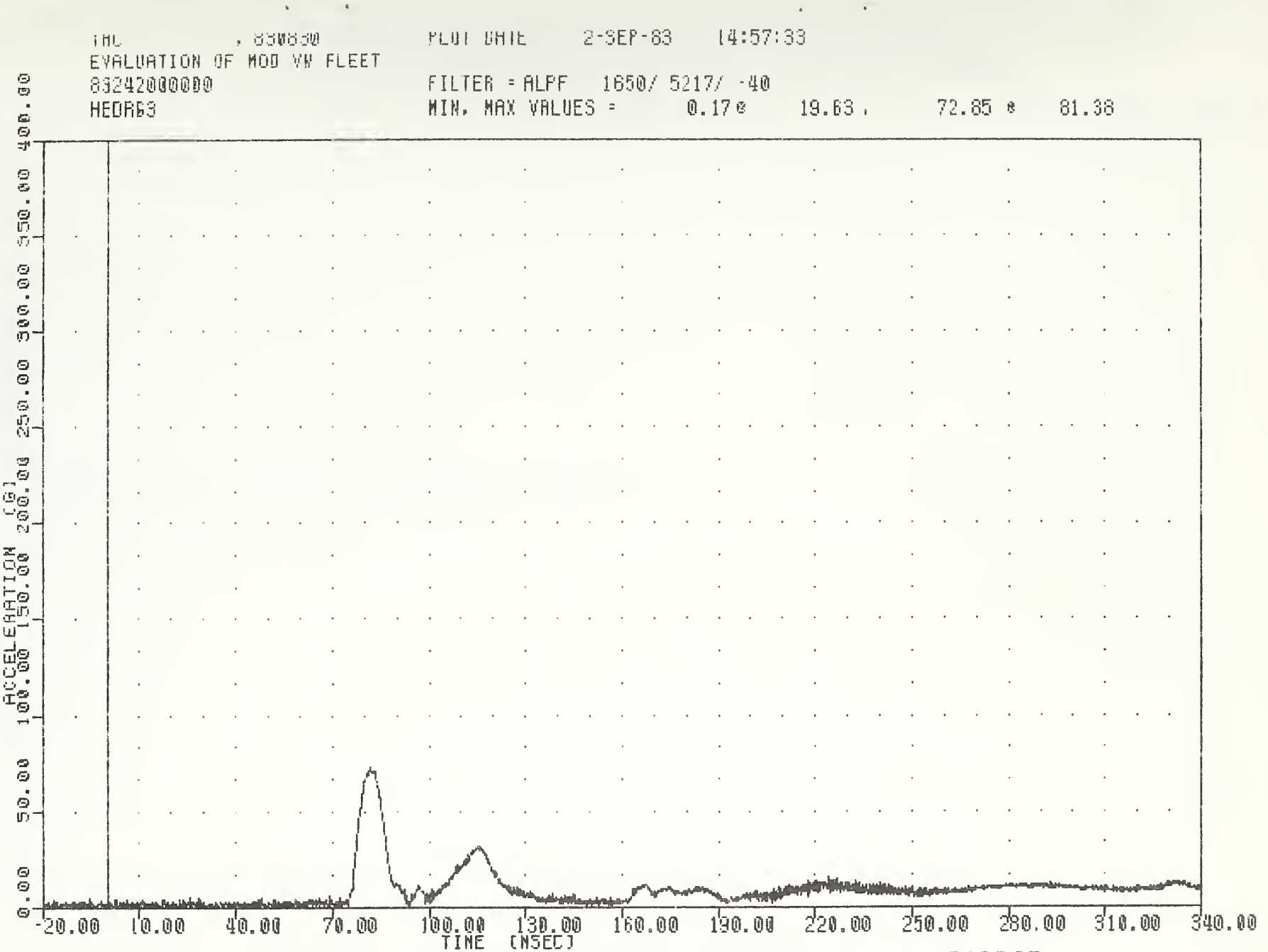
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER HEAD ACCELERATION X AXIS



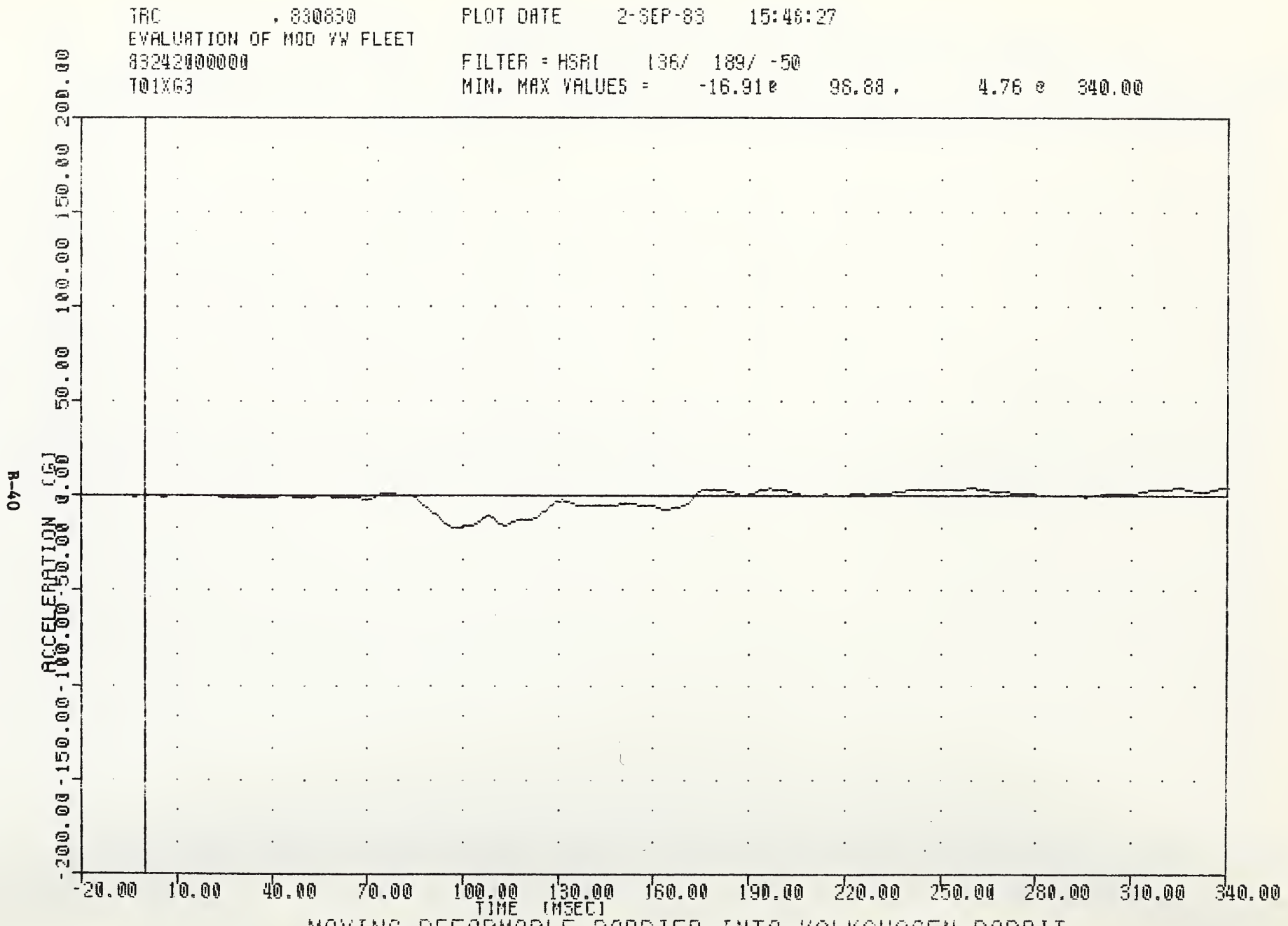
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER HEAD ACCELERATION Y AXIS



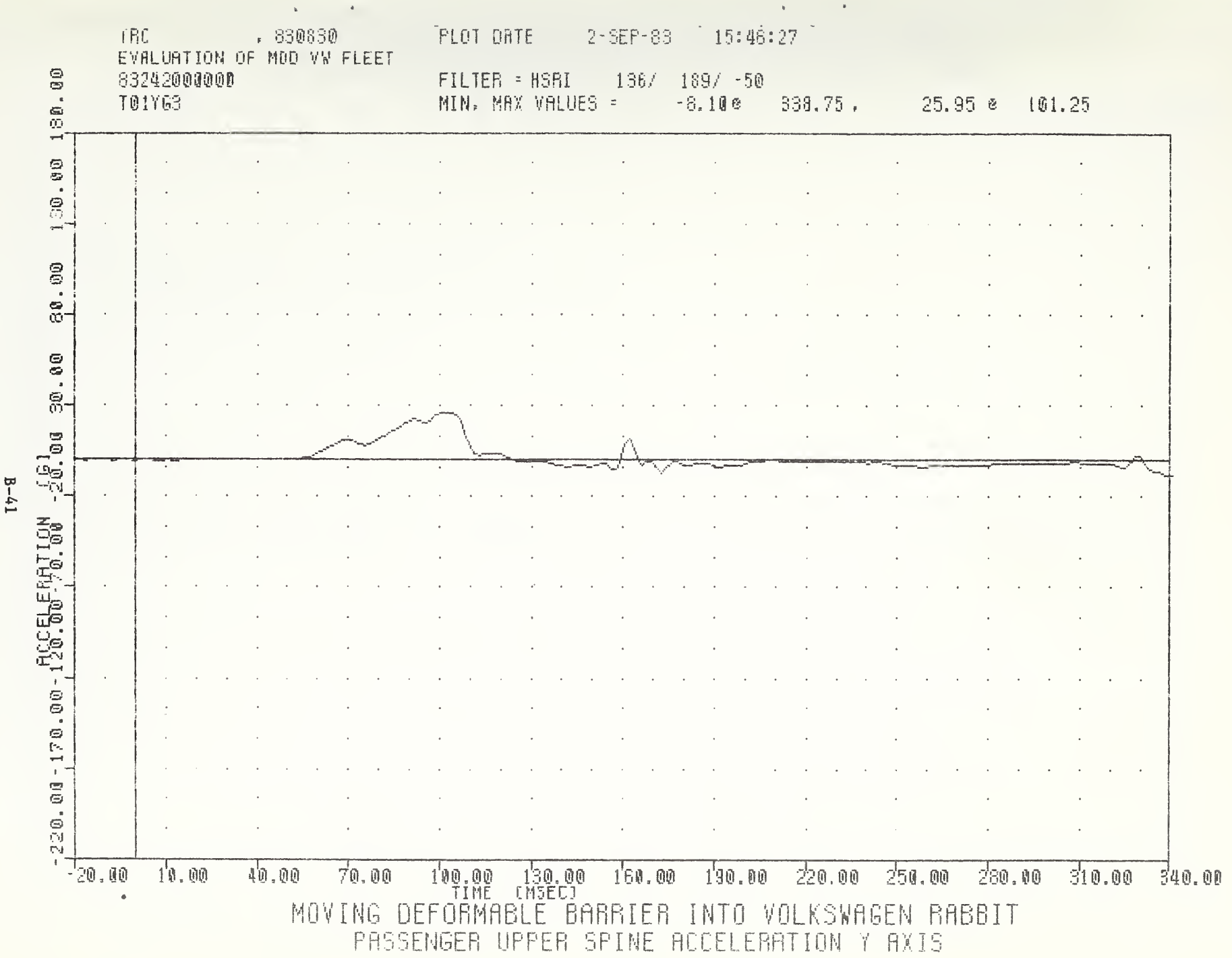
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER HEAD ACCELERATION Z AXIS



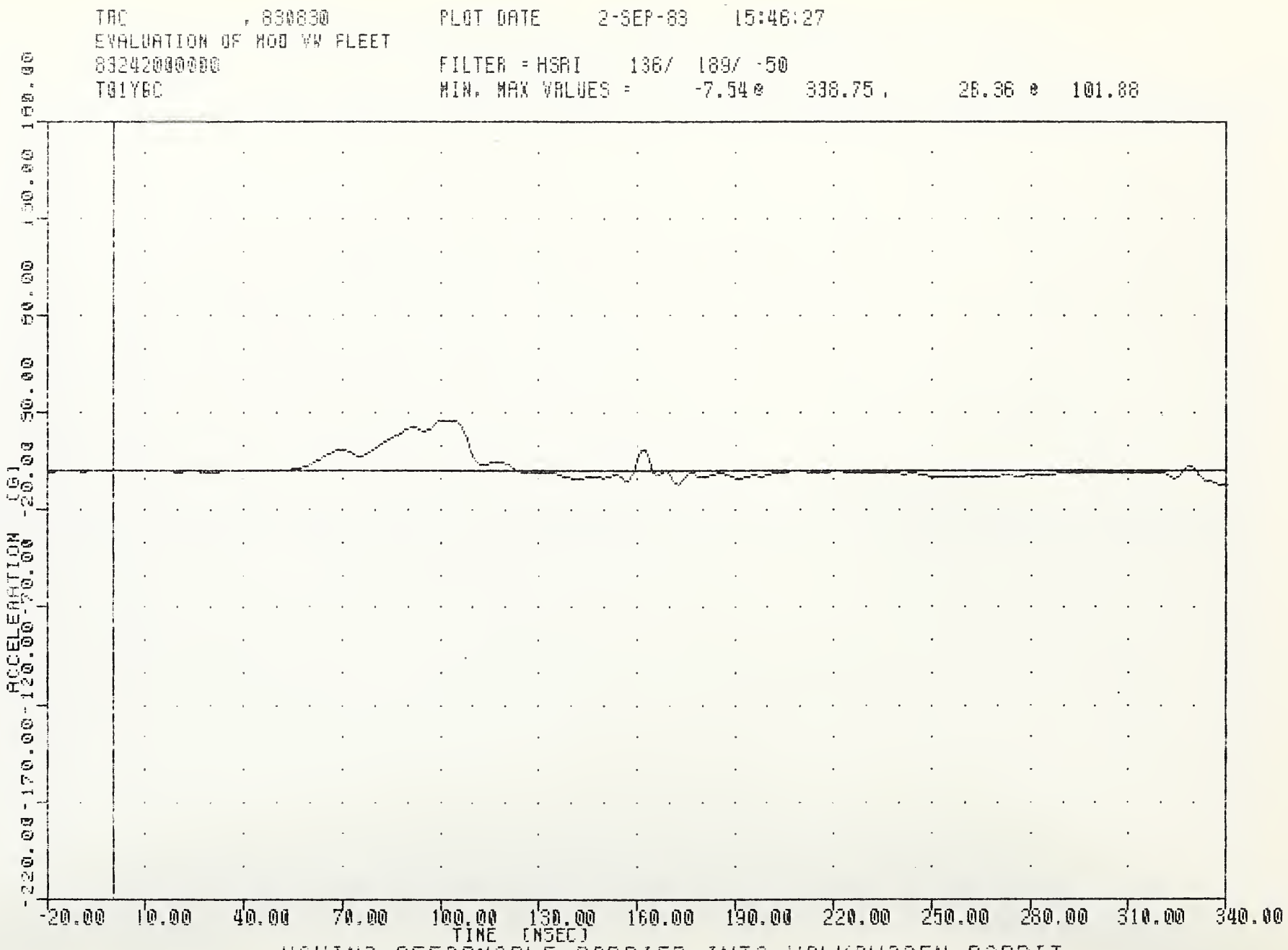
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER HEAD RESULTANT



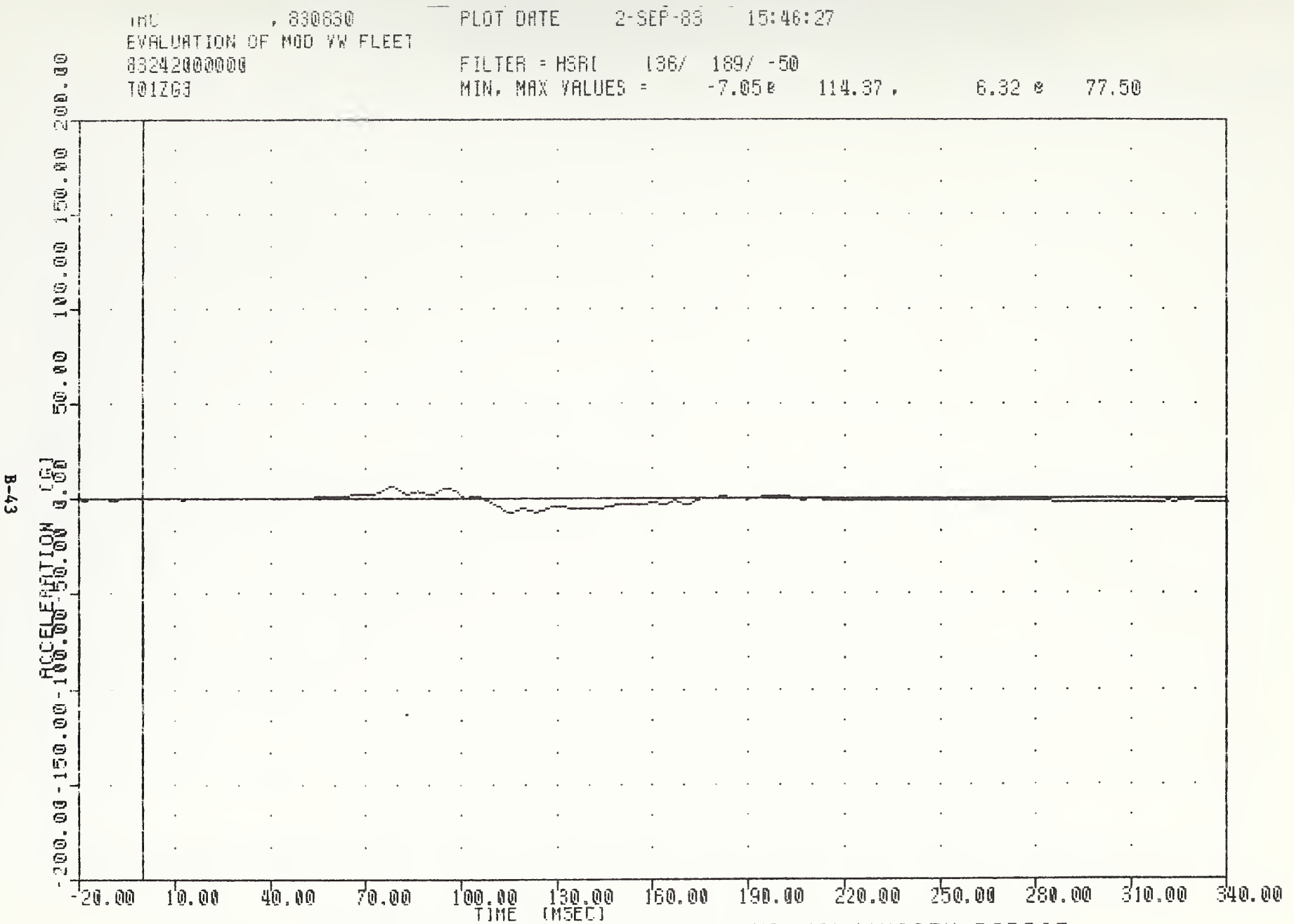
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER UPPER SPINE ACCELERATION X AXIS



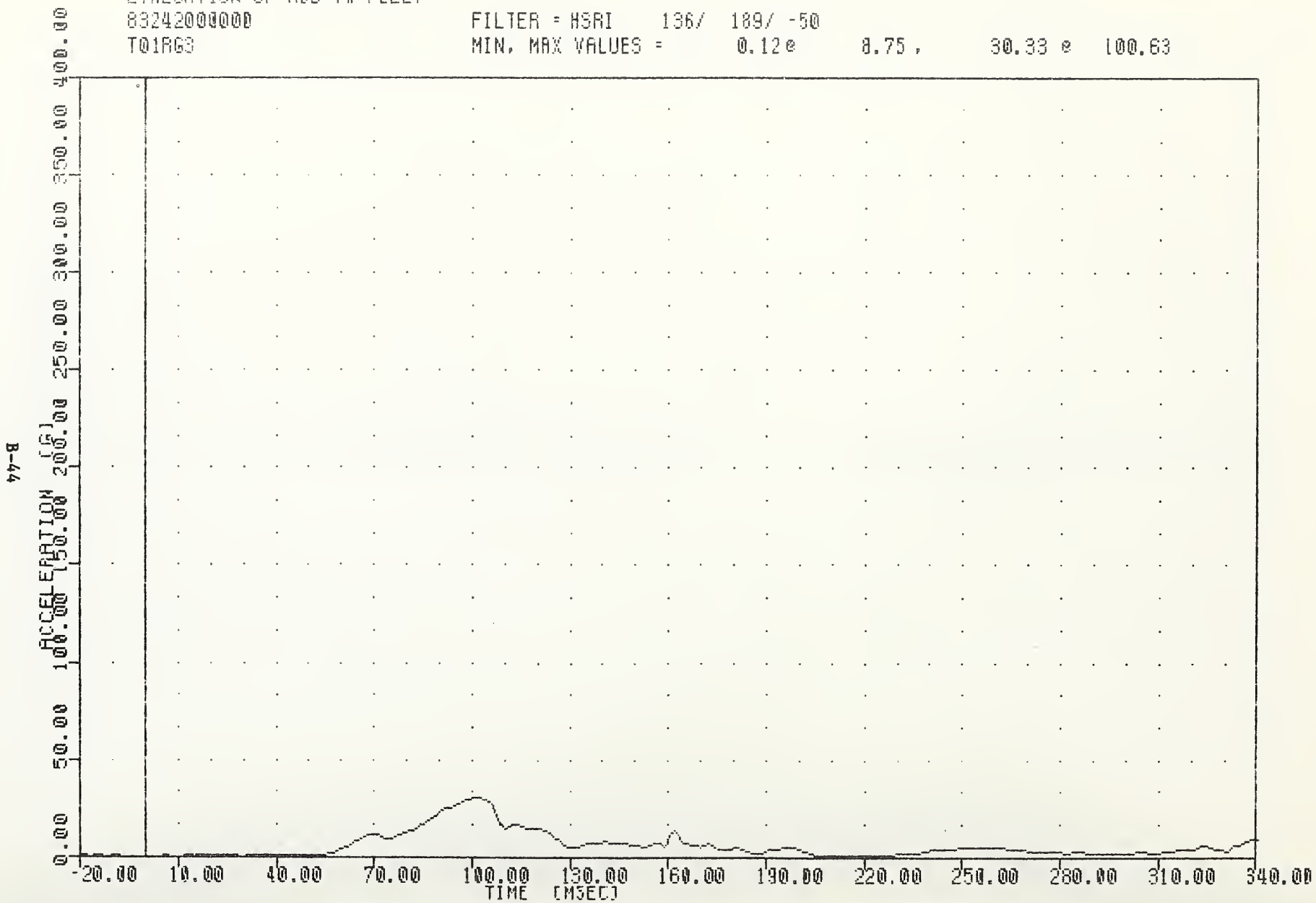
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER UPPER SPINE ACCELERATION Y AXIS



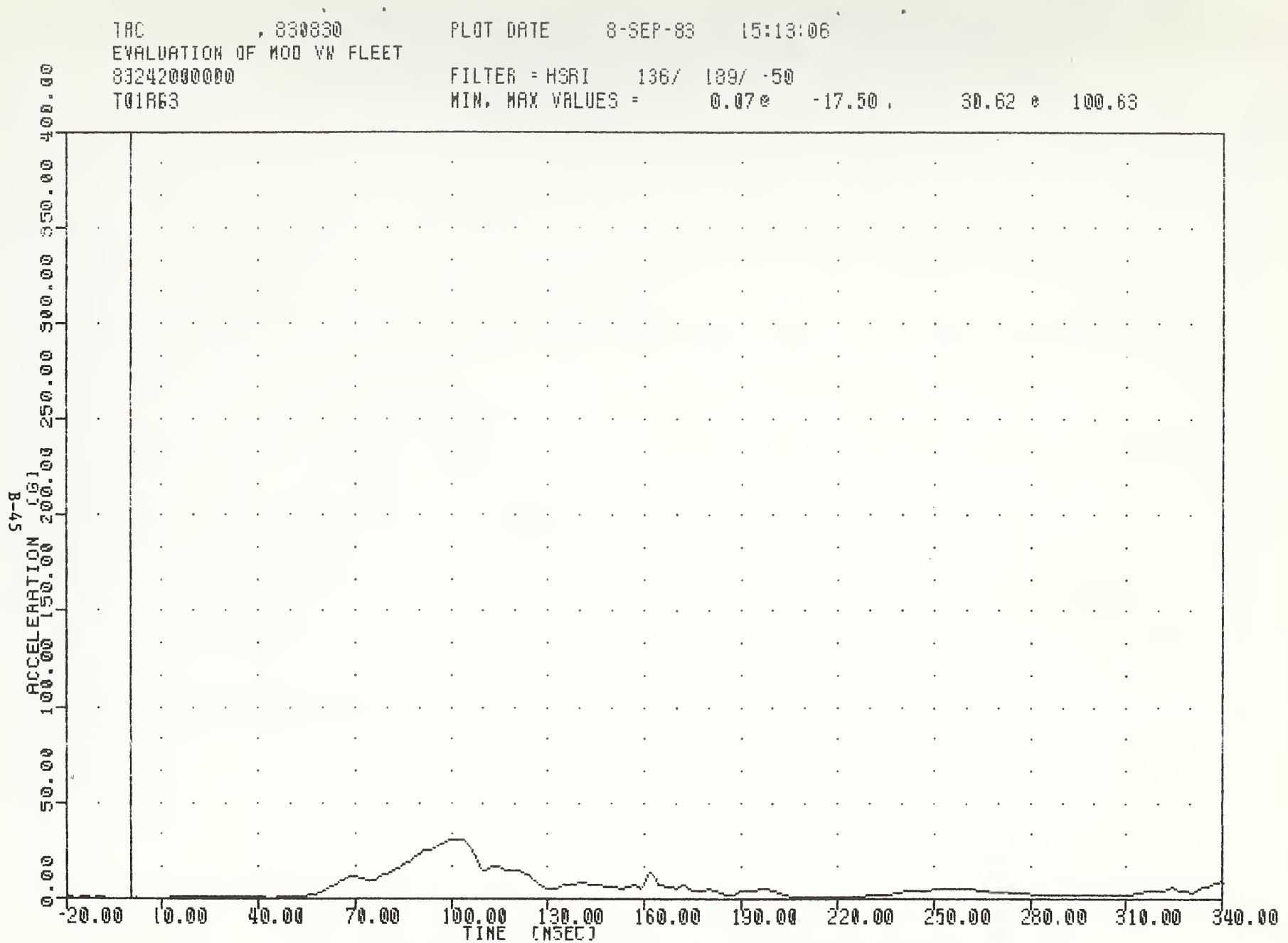
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER UPPER SPINE ACCELERATION -Z Y AXIS



MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER UPPER SPINE ACCELERATION Z AXIS

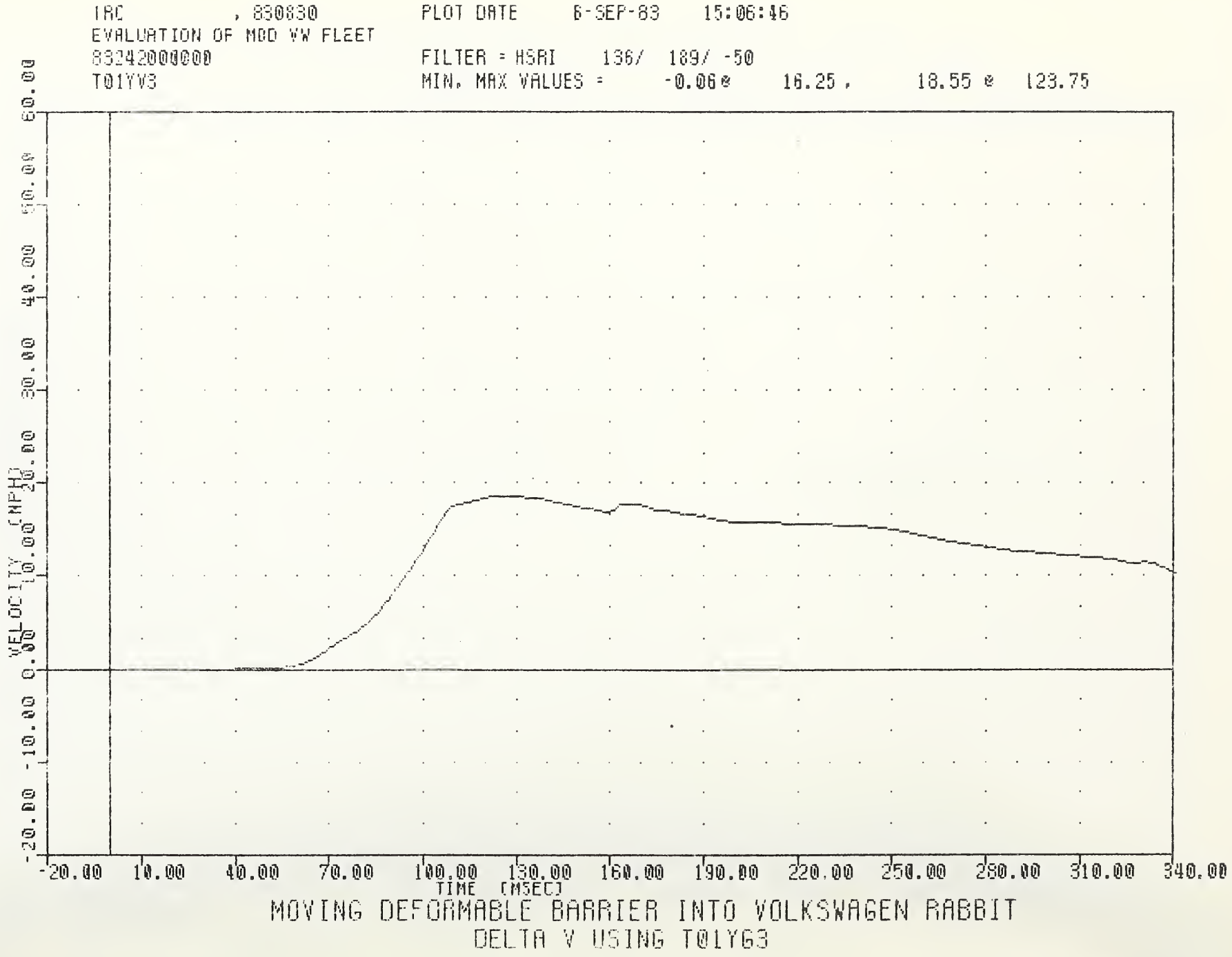


MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER UPPER SPINE RESULTANT

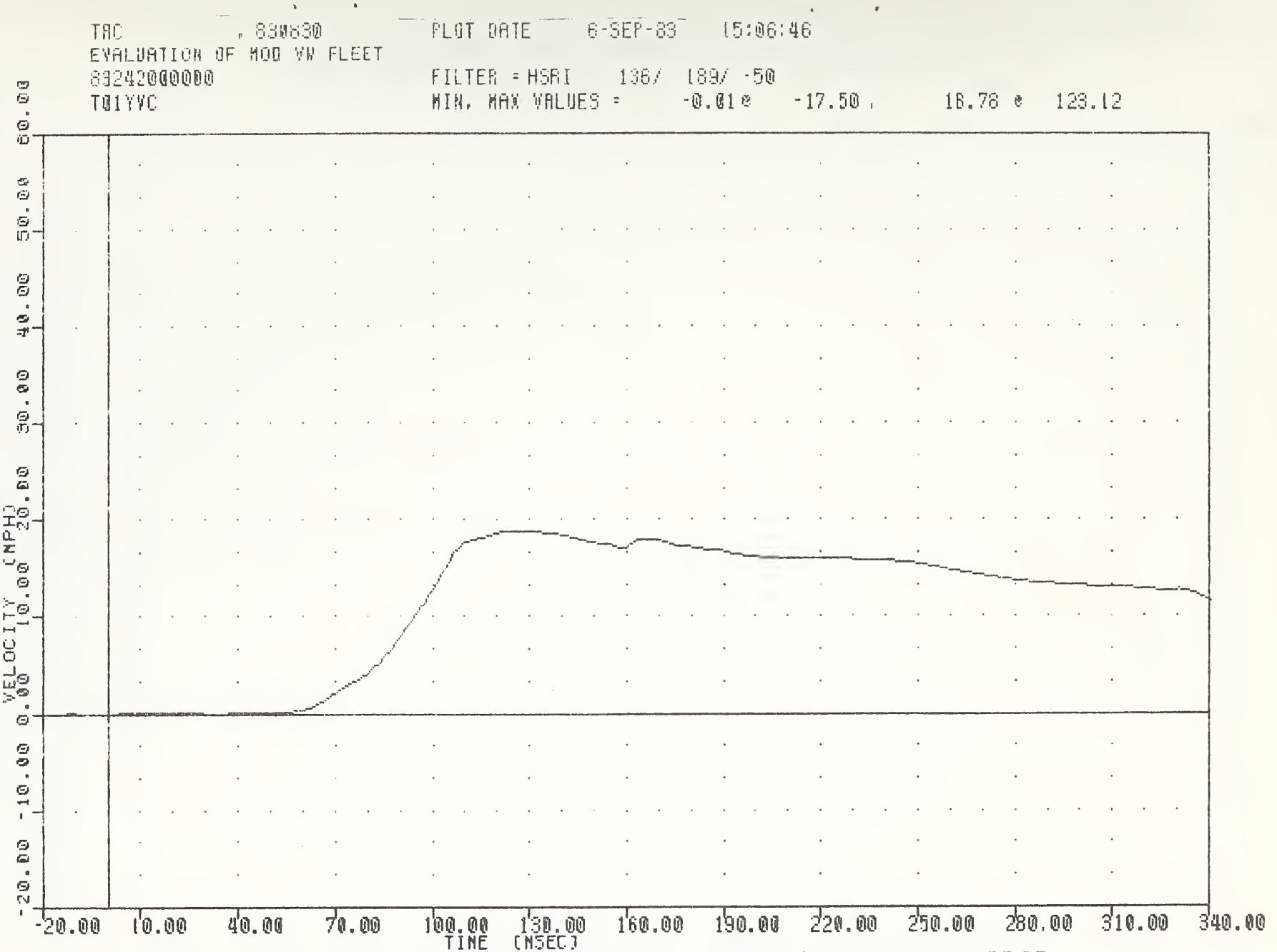


MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT

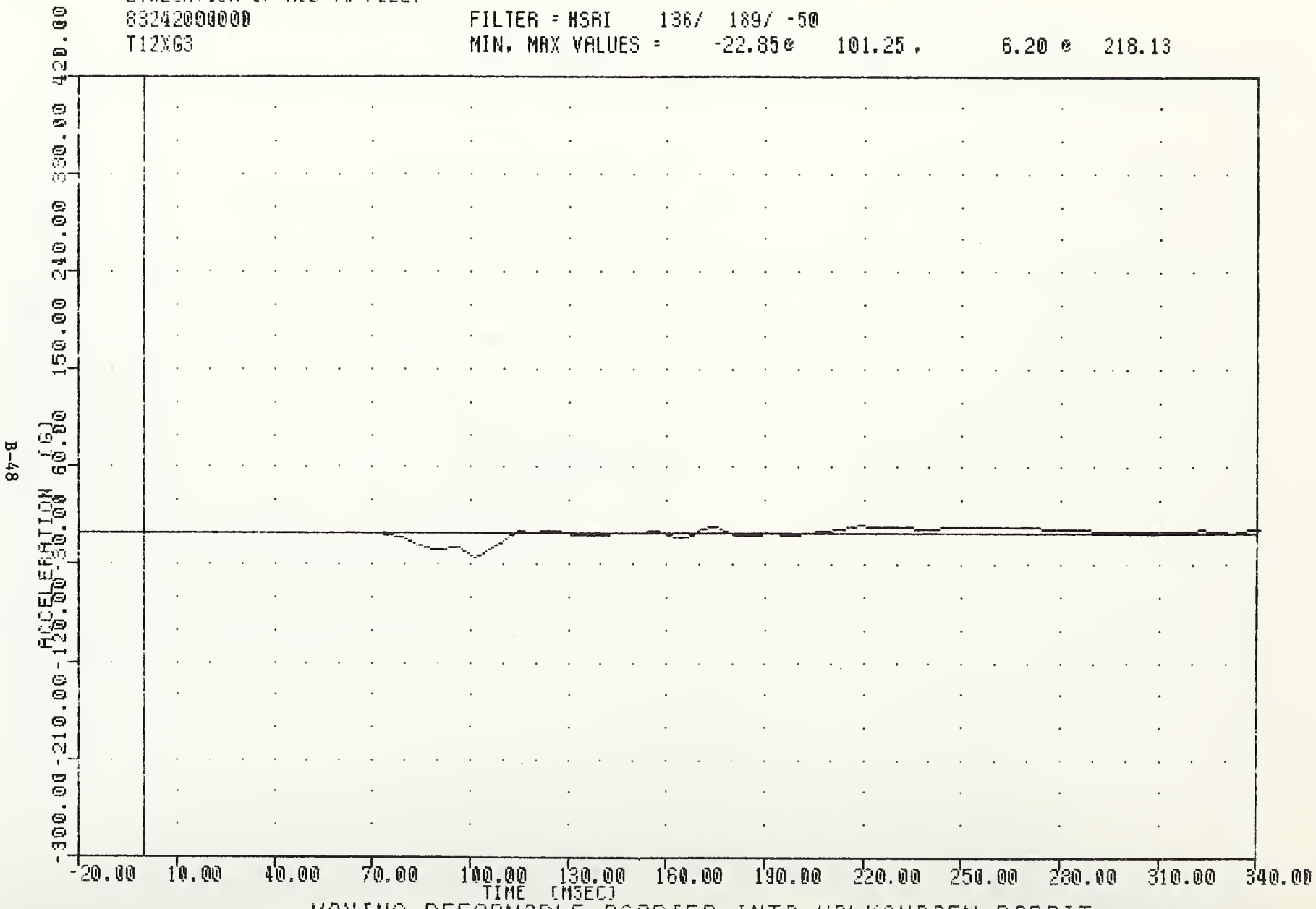
PASSENGER UPPER SPINE RESULTANT T01YGC



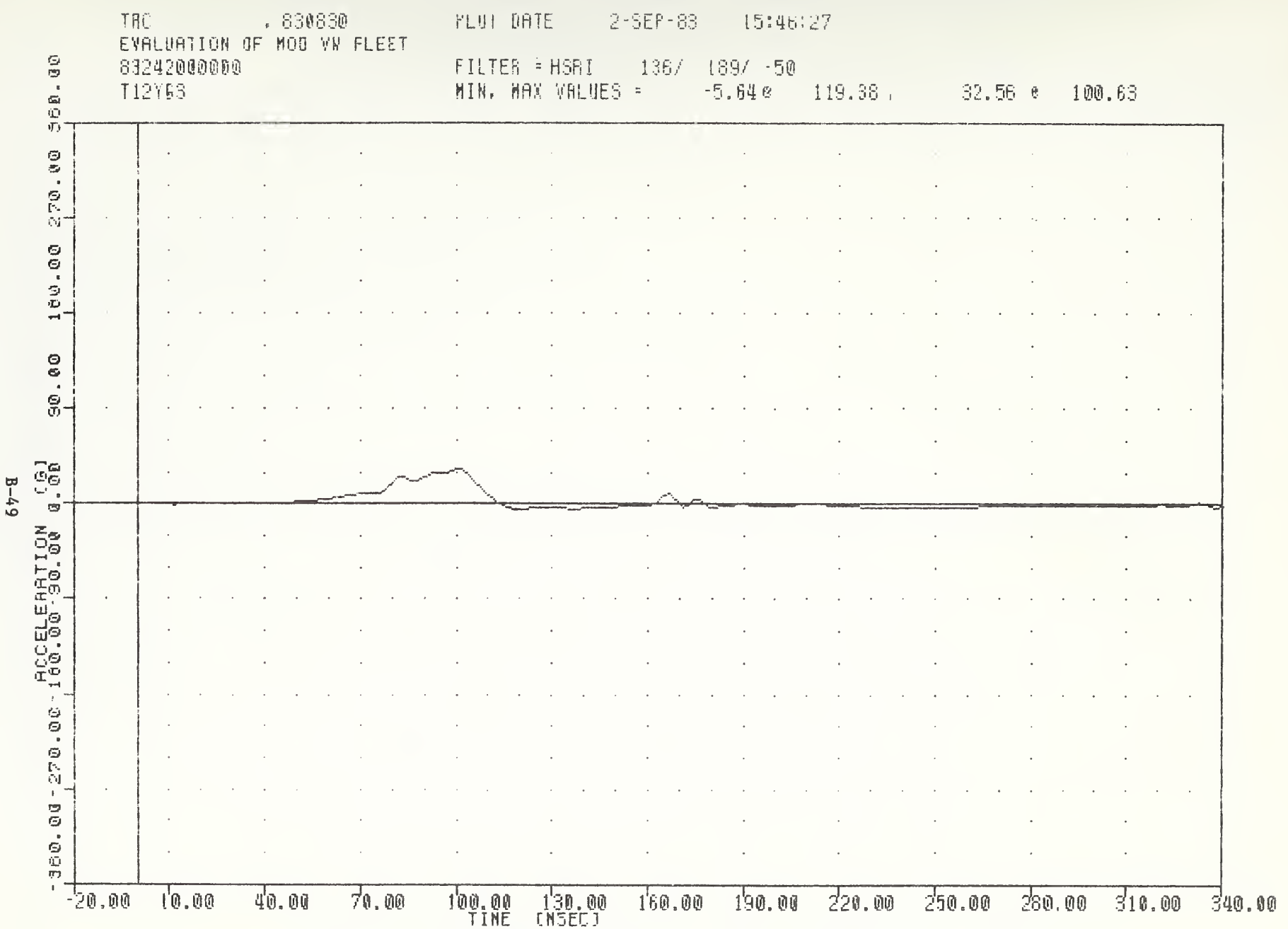
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING T01YG3



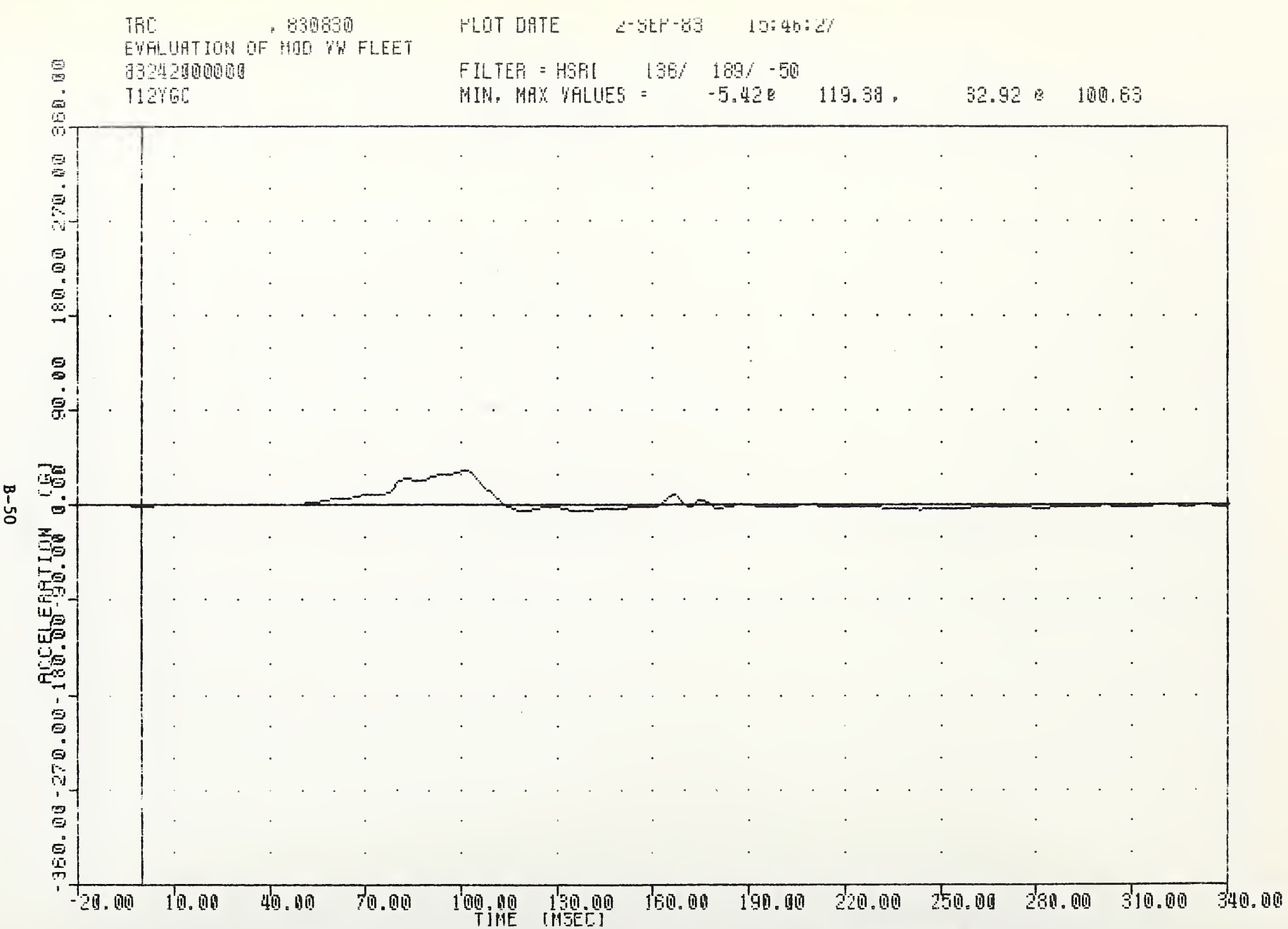
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING T01YGC



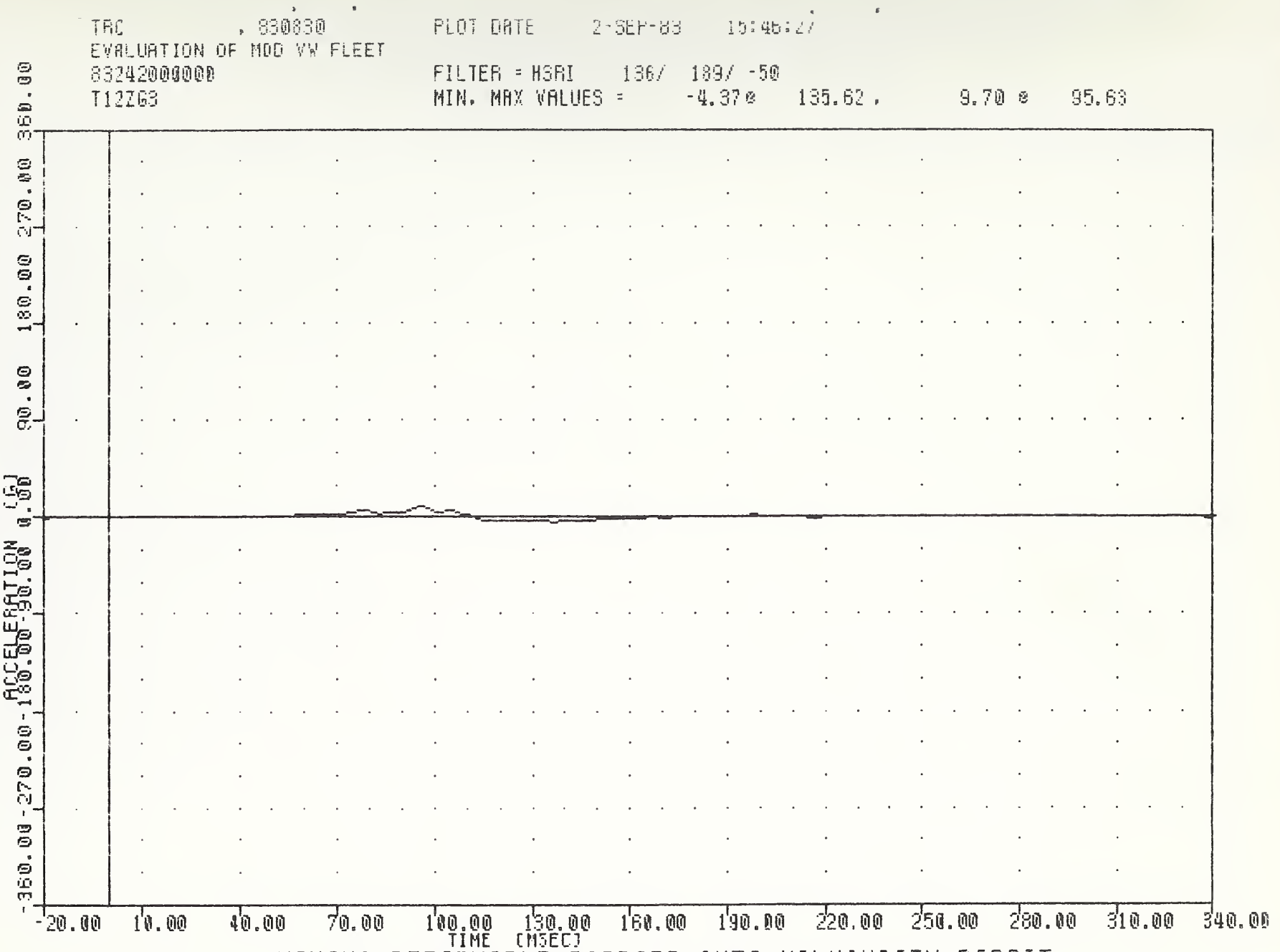
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER LOWER SPINE ACCELERATION X AXIS



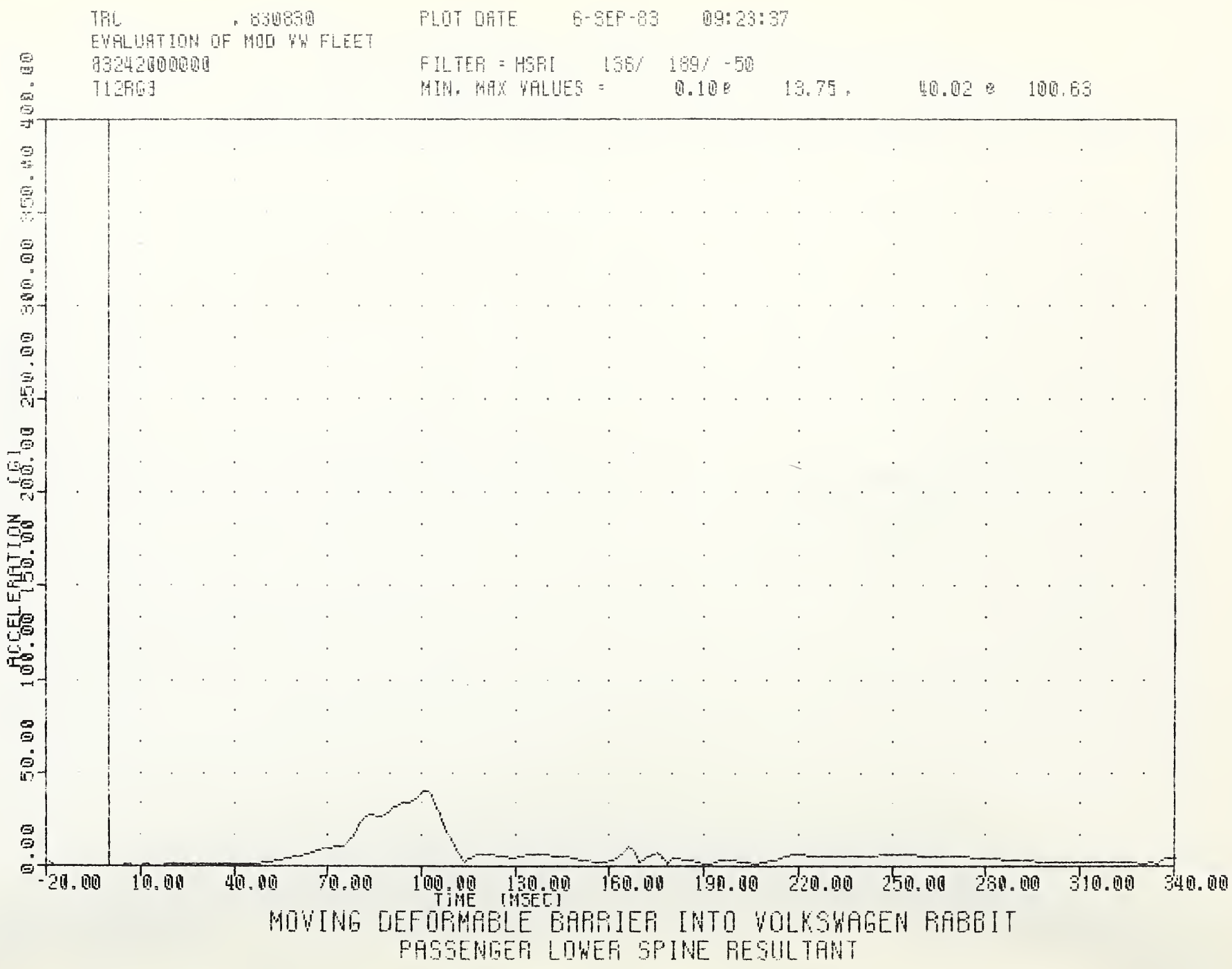
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER LOWER SPINE ACCELERATION Y AXIS

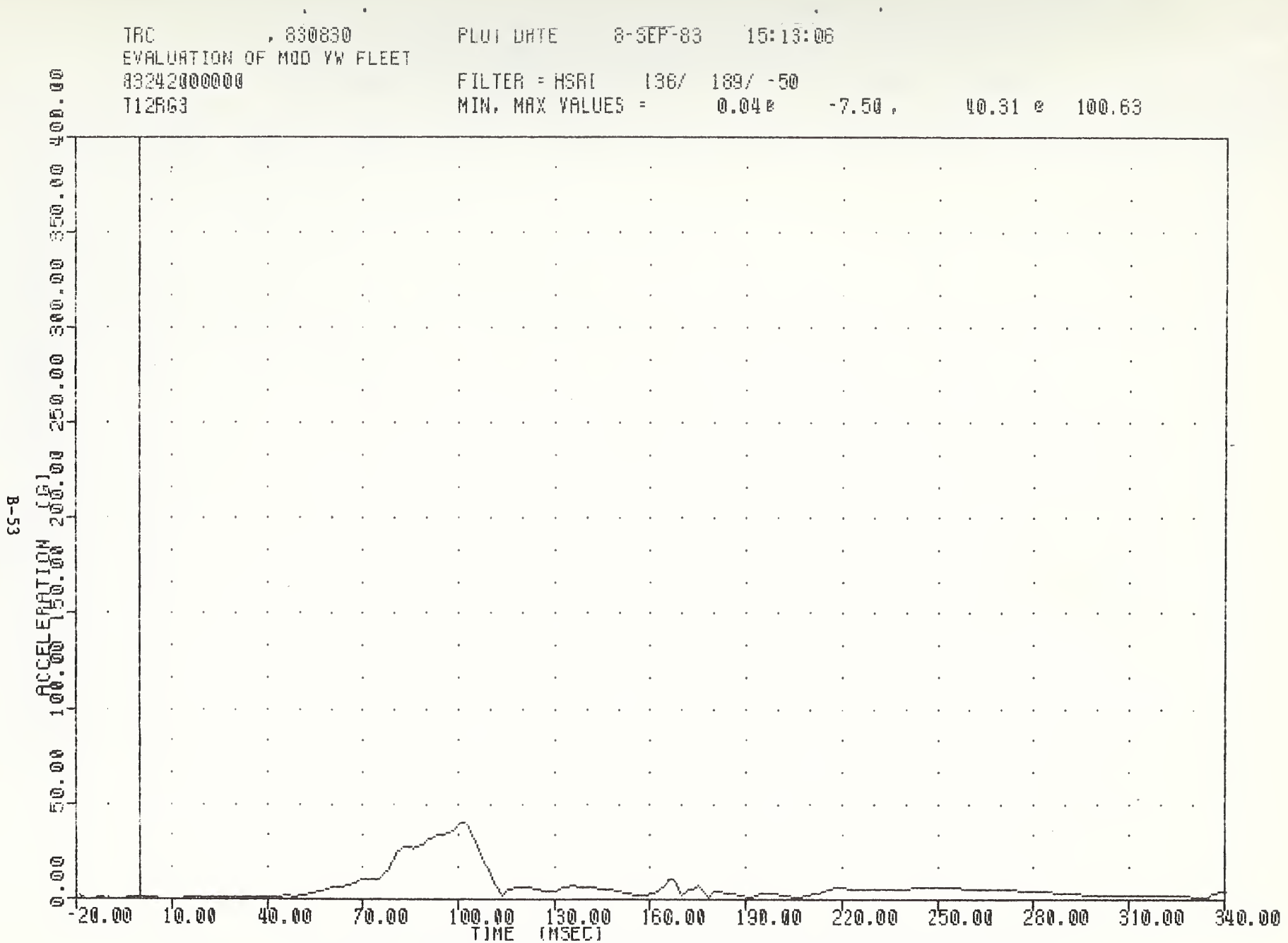


MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER LOWER SPINE ACCELERATION -2 Y AXIS

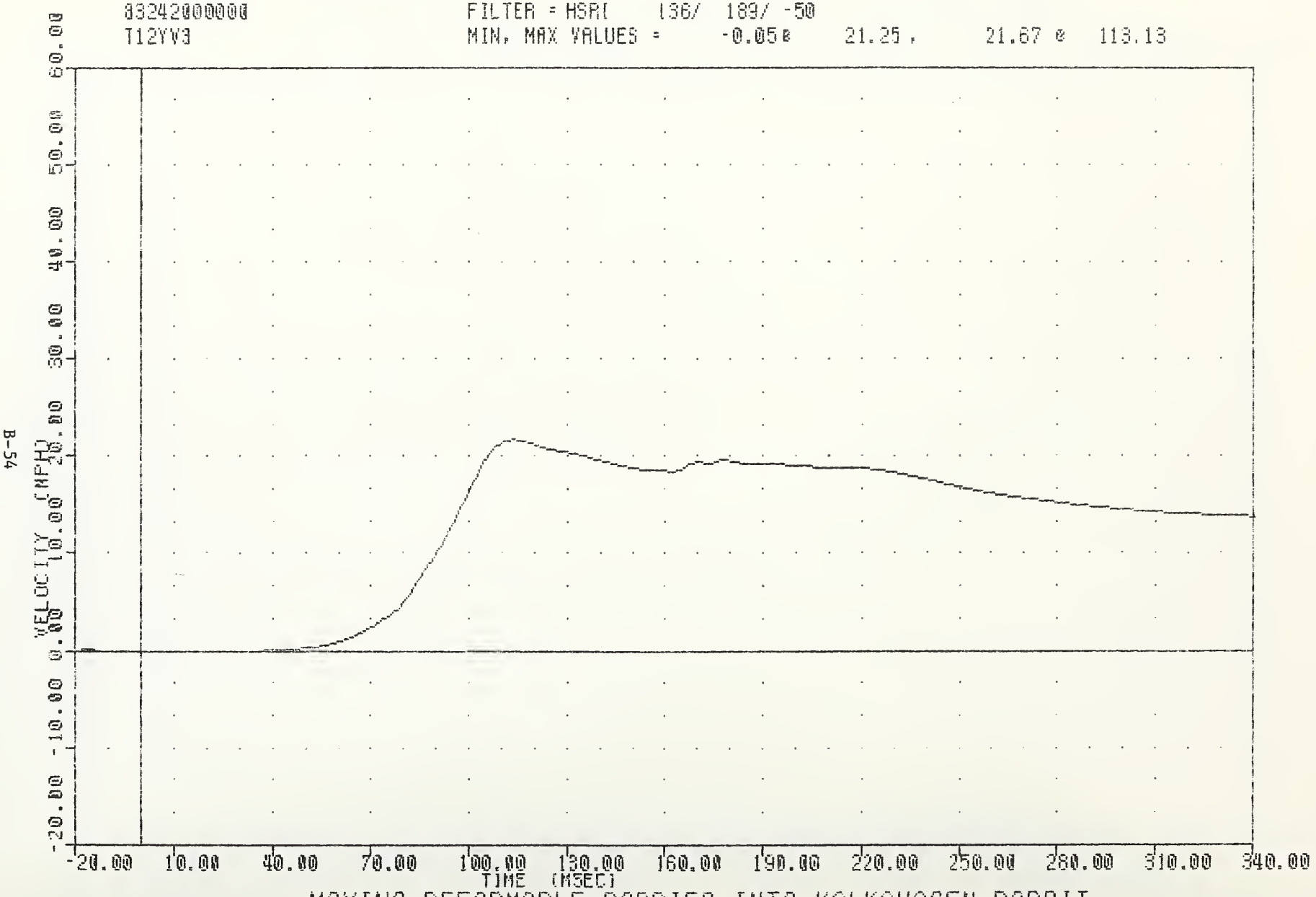


MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER LOWER SPINE ACCELERATION Z AXIS

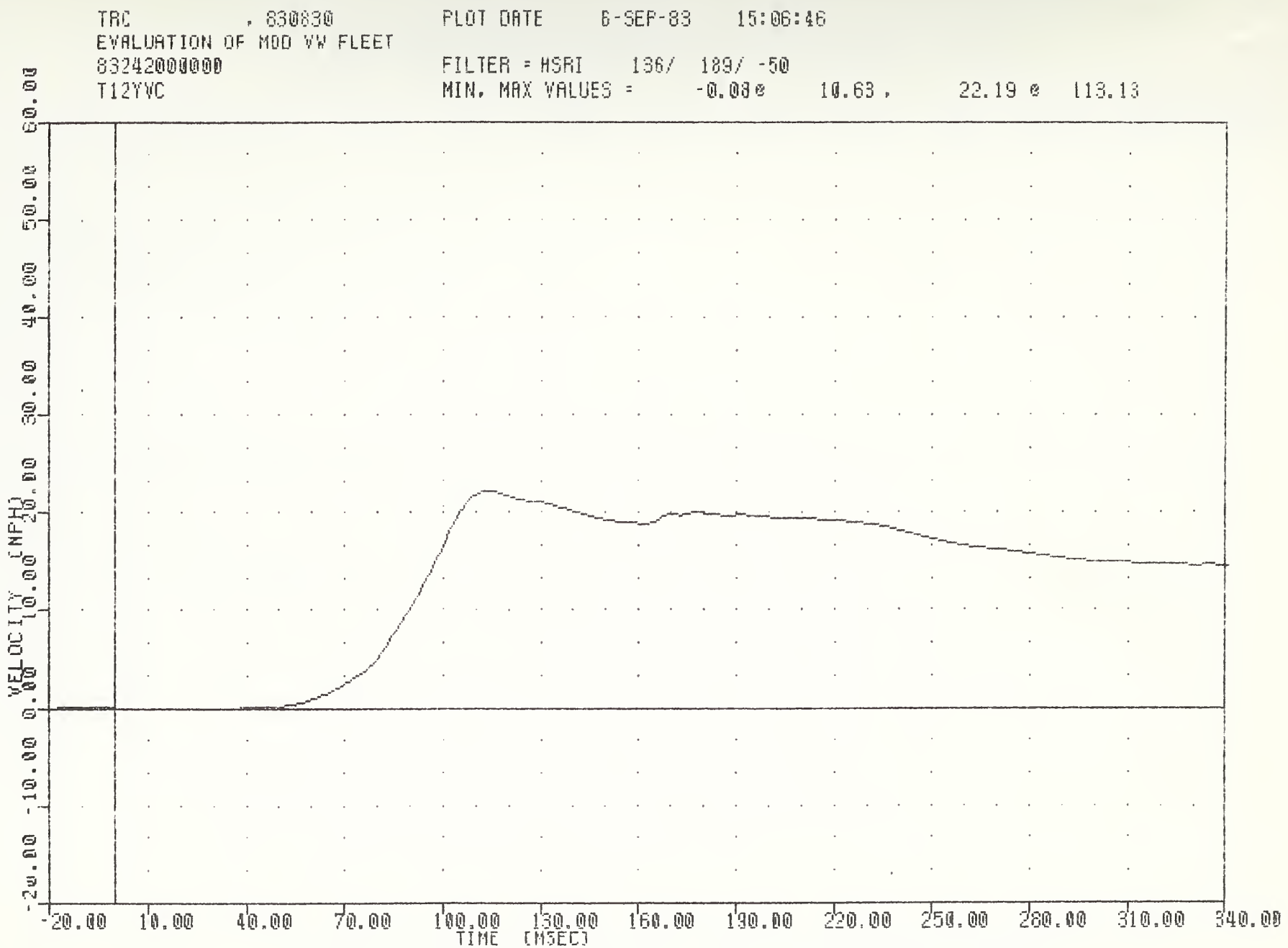

TRL , 830830
PLOT DATE 6-SEP-83 09:23:37
EVALUATION OF MOD VW FLEET
83242000000
FILTER = HSRI (36/ 189/ -50
T12RG3
MIN. MAX VALUES = 0.10@ 13.75, 40.02@ 100.63
ACCELERATION (G)
0.00
50.00
100.00
150.00
200.00
250.00
300.00
350.00
400.00
-20.00
10.00
40.00
70.00
100.00
130.00
160.00
190.00
220.00
250.00
280.00
310.00
340.00
TIME (MSEC)
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER LOWER SPINE RESULTANT



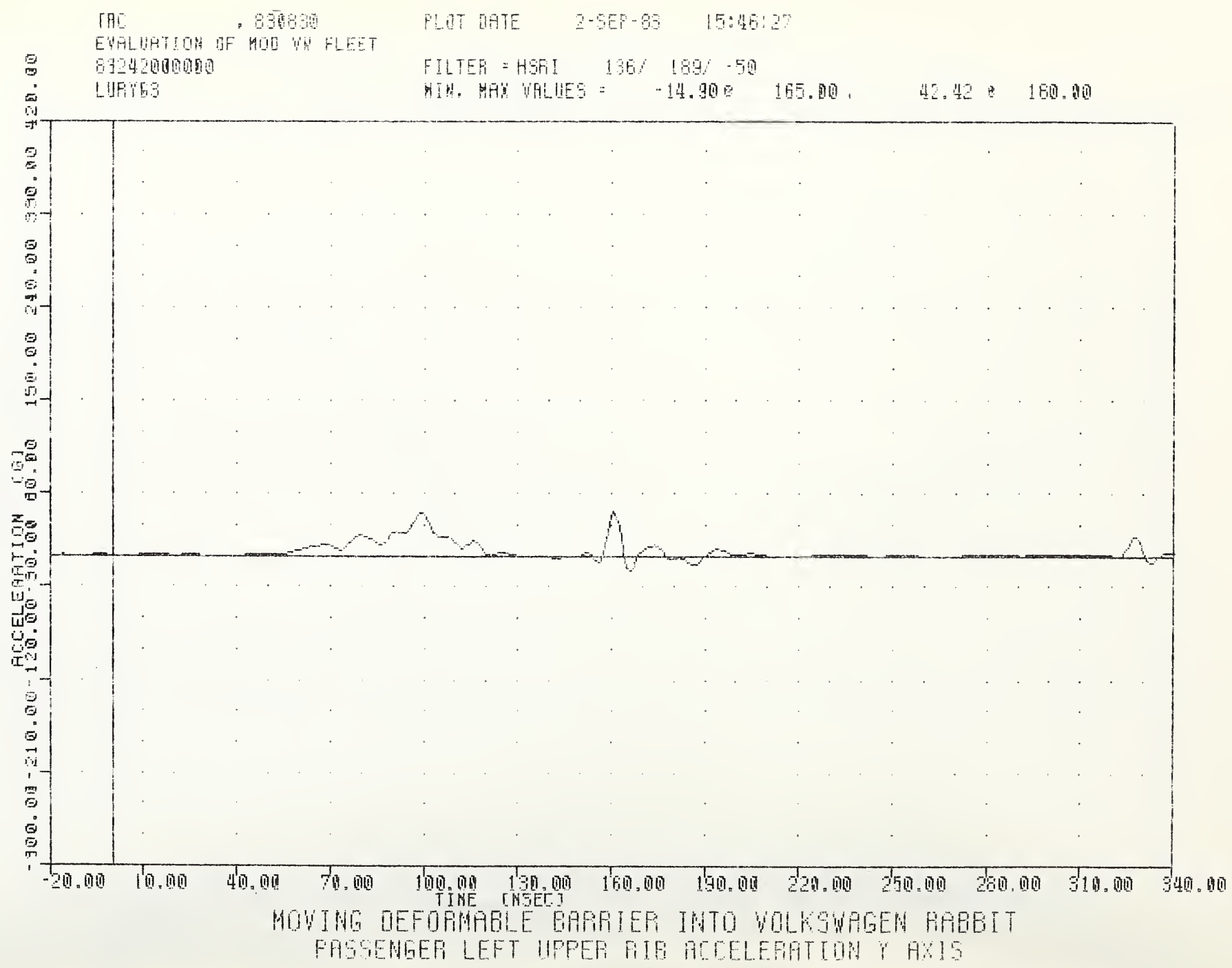
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER LOWER SPINE RESULTANT USING T12YGC



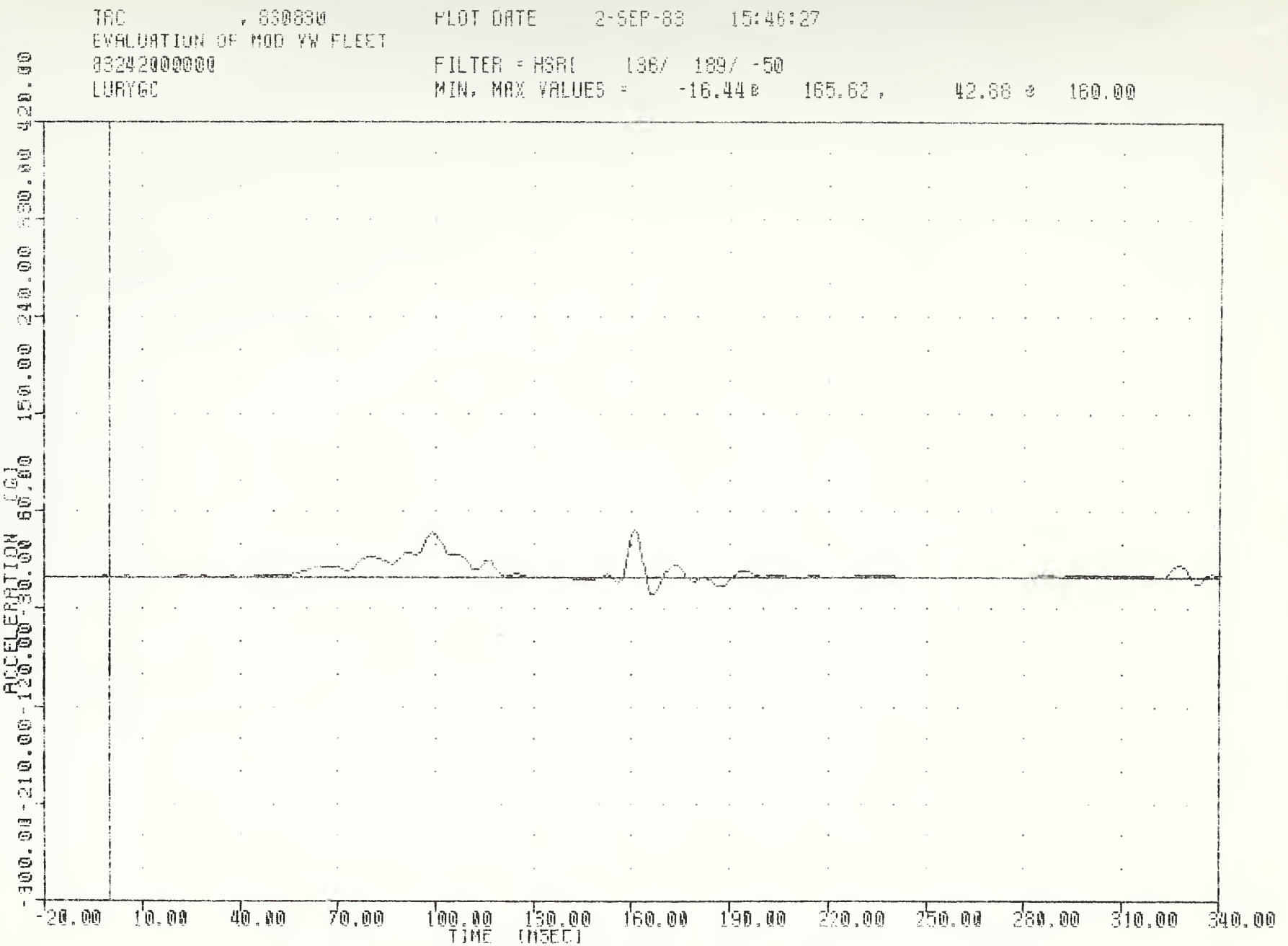
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING T12YG3



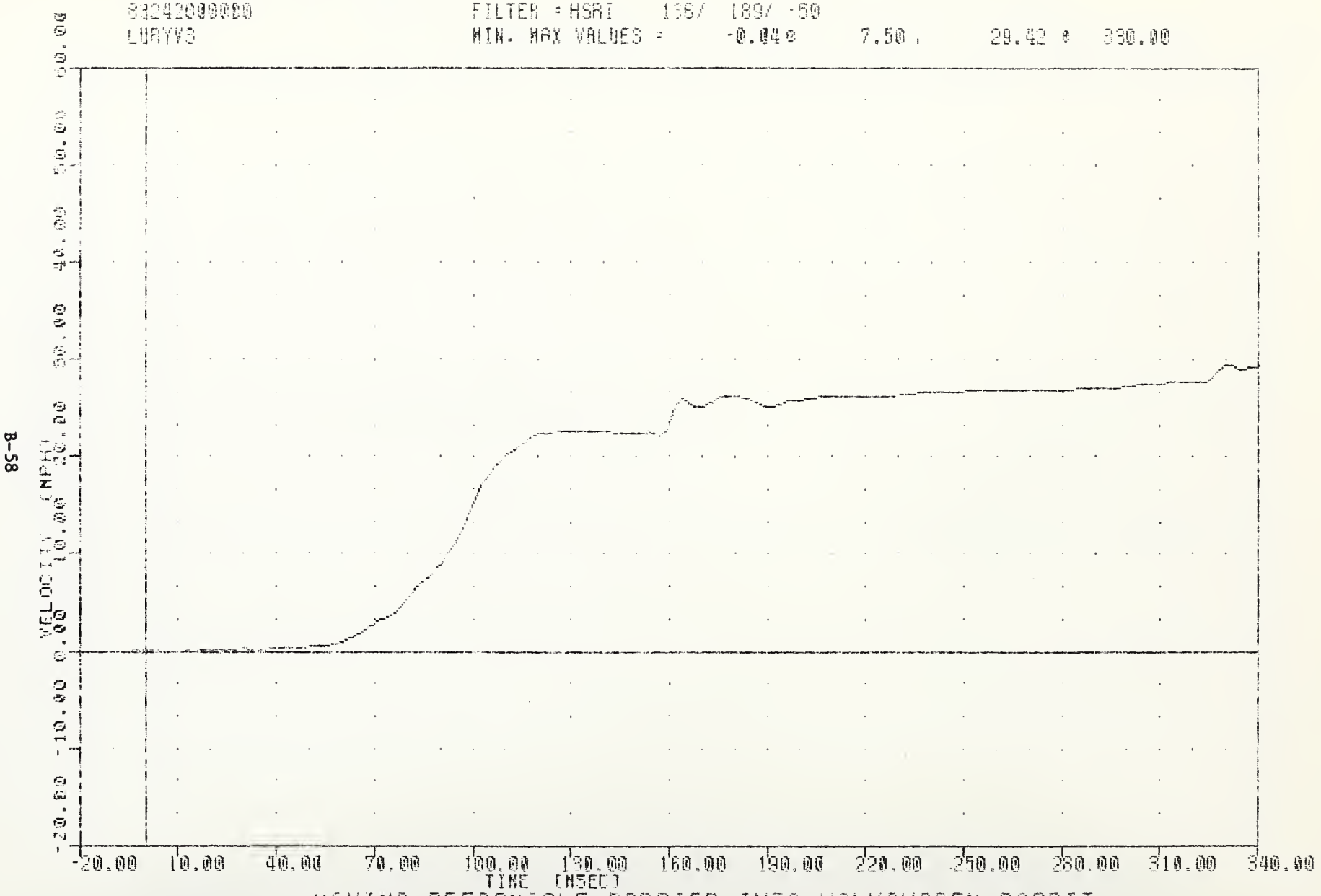
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING T12Y6C

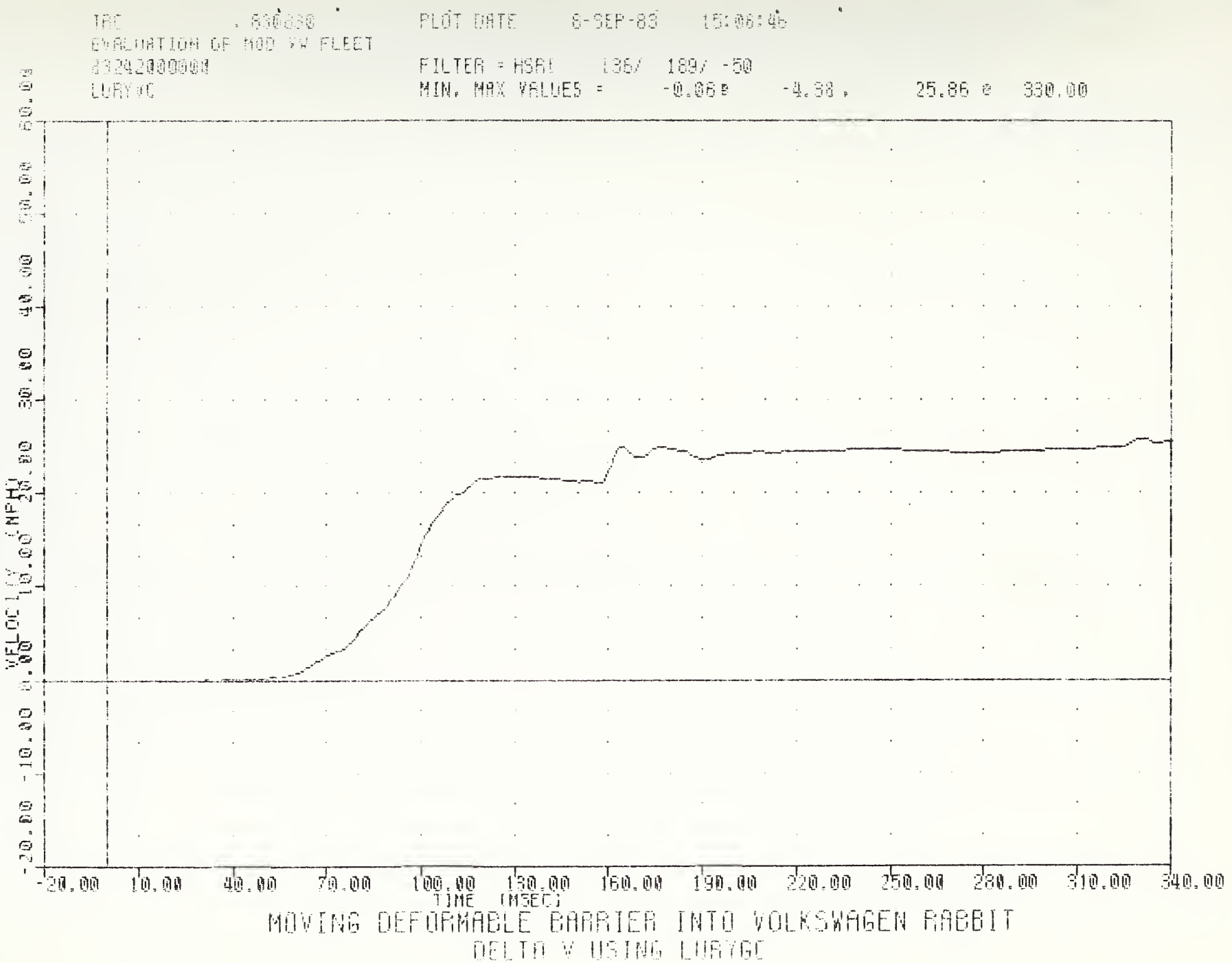


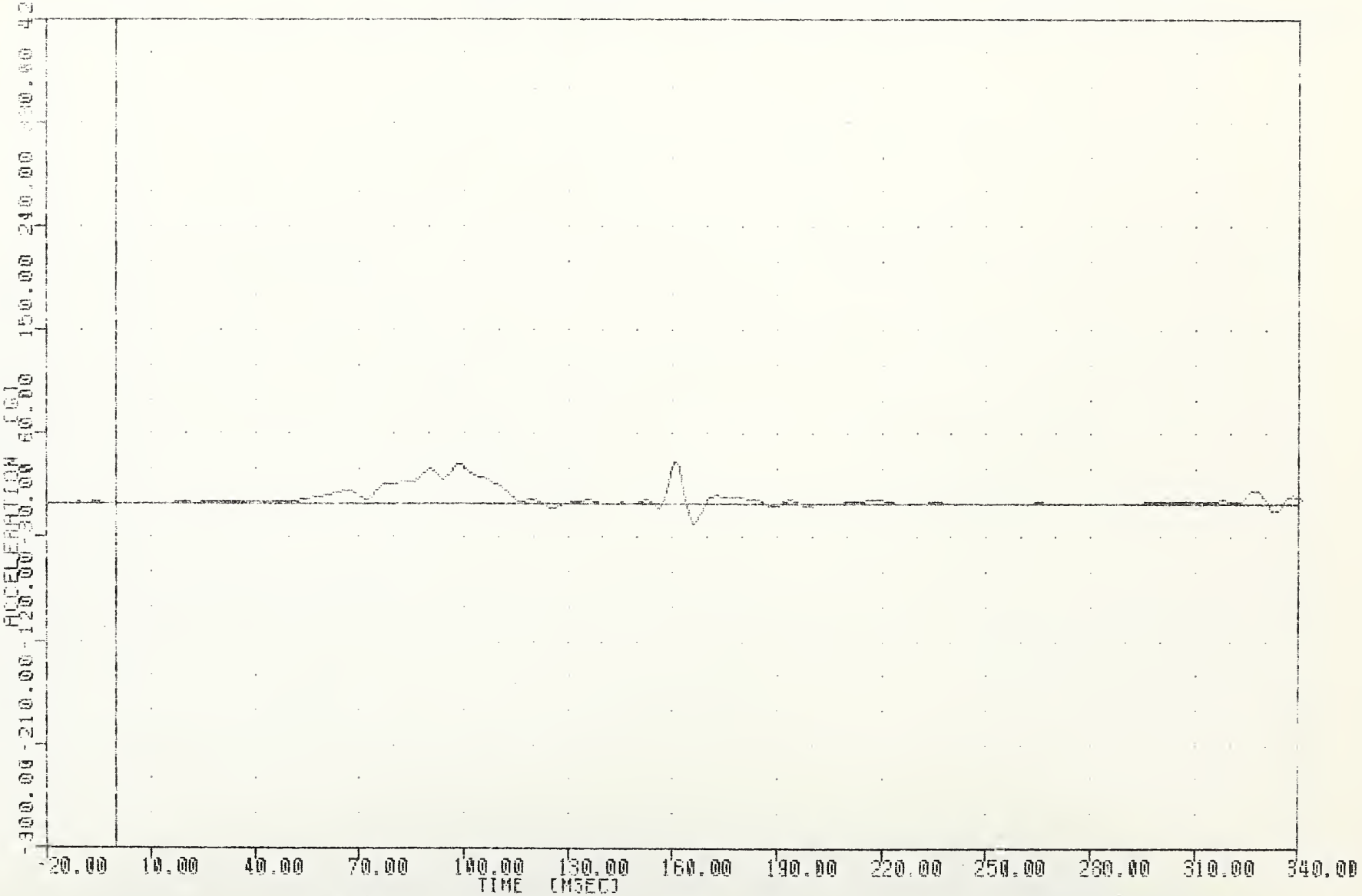
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER LEFT UPPER RIB ACCELERATION Y AXIS



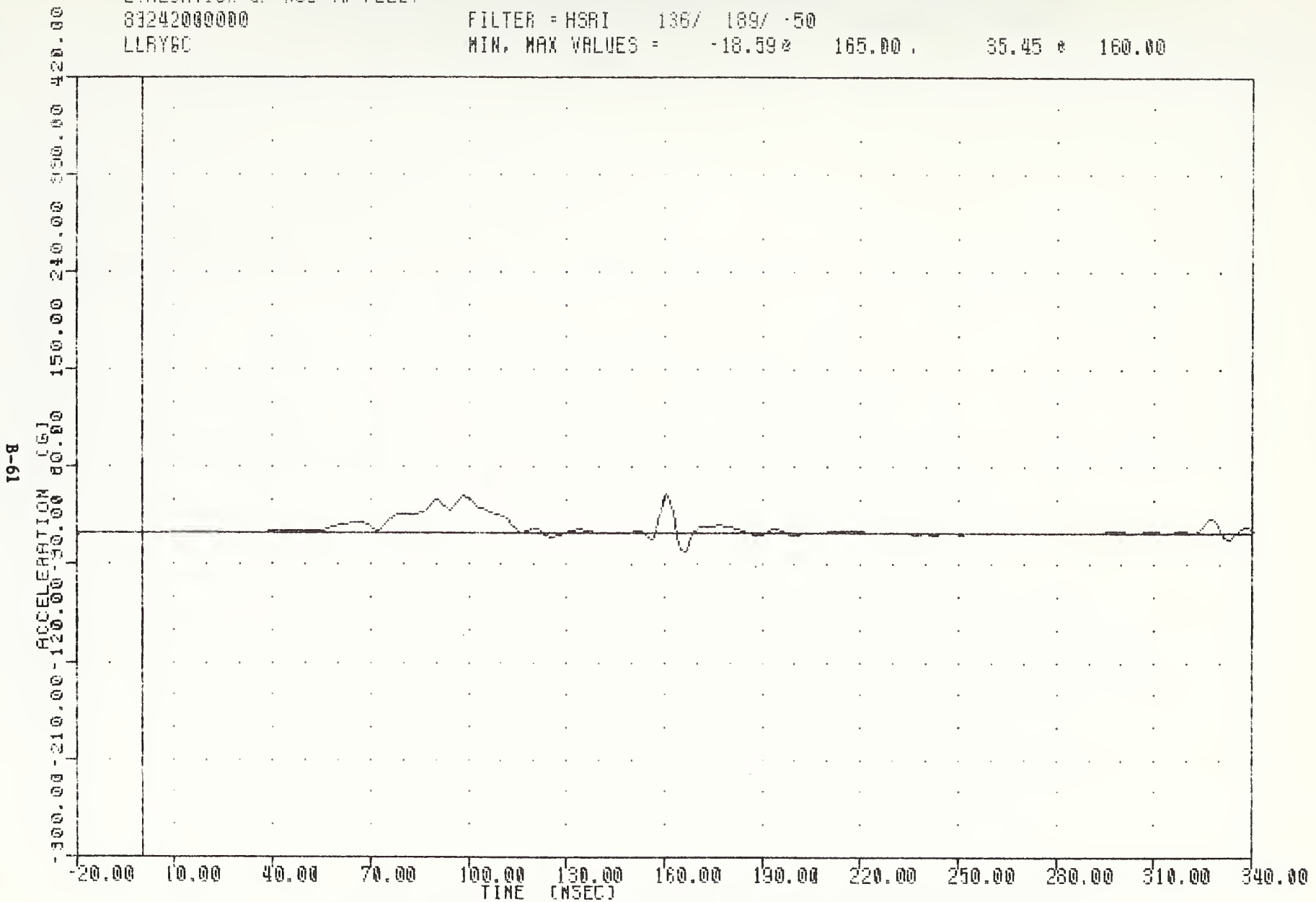
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER LEFT UPPER RIB ACCELERATION -2 Y AXIS


TAC , 030800 PLOT DATE 6-SEP-88 15:06:46
EVALUATION OF MOD VW FLEET
81242000000
LURYV3
FILTER = HSRI 136/ 189/ -50
MIN. MAX VALUES = -0.04 @ 7.50 , 29.42 @ 350.00
VELOCITY (MPH)
60.00
50.00
40.00
30.00
20.00
10.00
0.00
-10.00
-20.00
-20.00 10.00 40.00 70.00 100.00 130.00 160.00 190.00 220.00 250.00 280.00 310.00 340.00
TIME (MSEC)
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING LURYV3

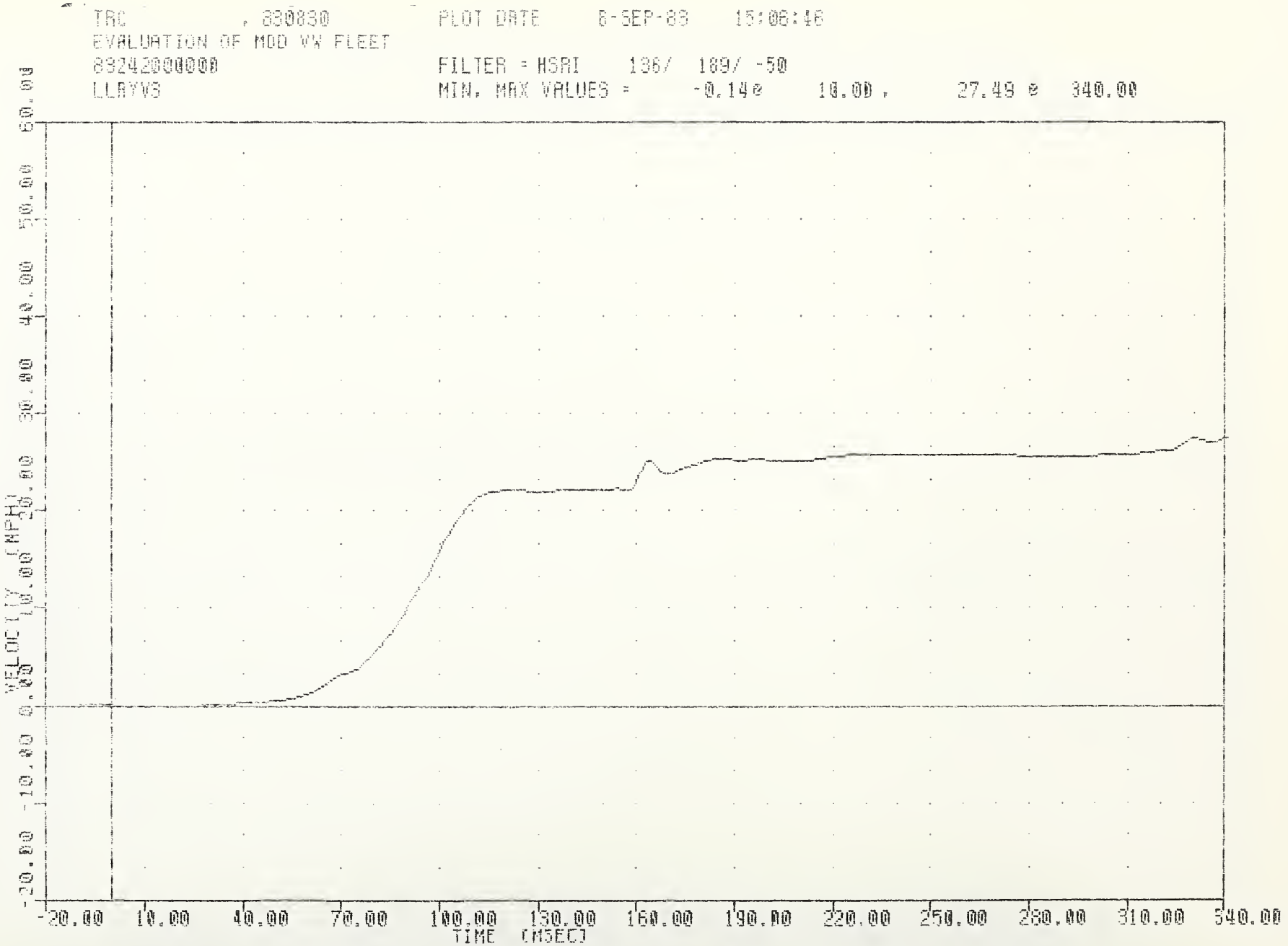

IRC , 880830
EVALUATION OF MOD VW FLEET
8824200000
LURYGC
PLOT DATE 8-SEP-88 15:06:46
FILTER = HSAE 136/ 189/ -50
MIN, MAX VALUES = -0.06 @ -4.38 , 25.86 @ 330.00
VELOCITY (MPH)
60.00
50.00
40.00
30.00
20.00
10.00
0.00
-10.00
-20.00
-20.00
10.00
40.00
70.00
100.00
130.00
160.00
190.00
220.00
250.00
280.00
310.00
340.00
TIME (MSEC)
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING LURYGC



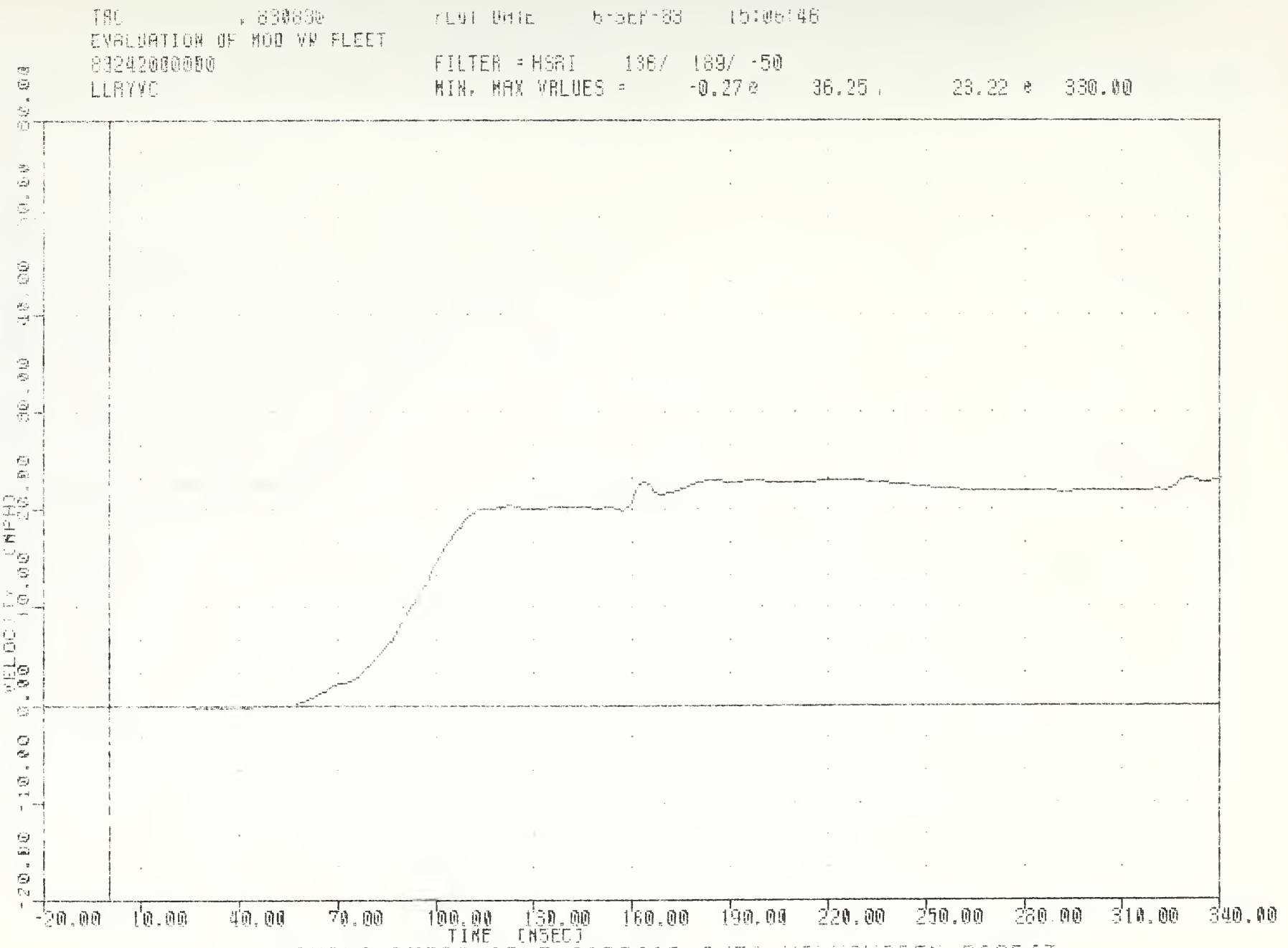
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER LEFT LOWER RIB ACCELERATION Y AXIS

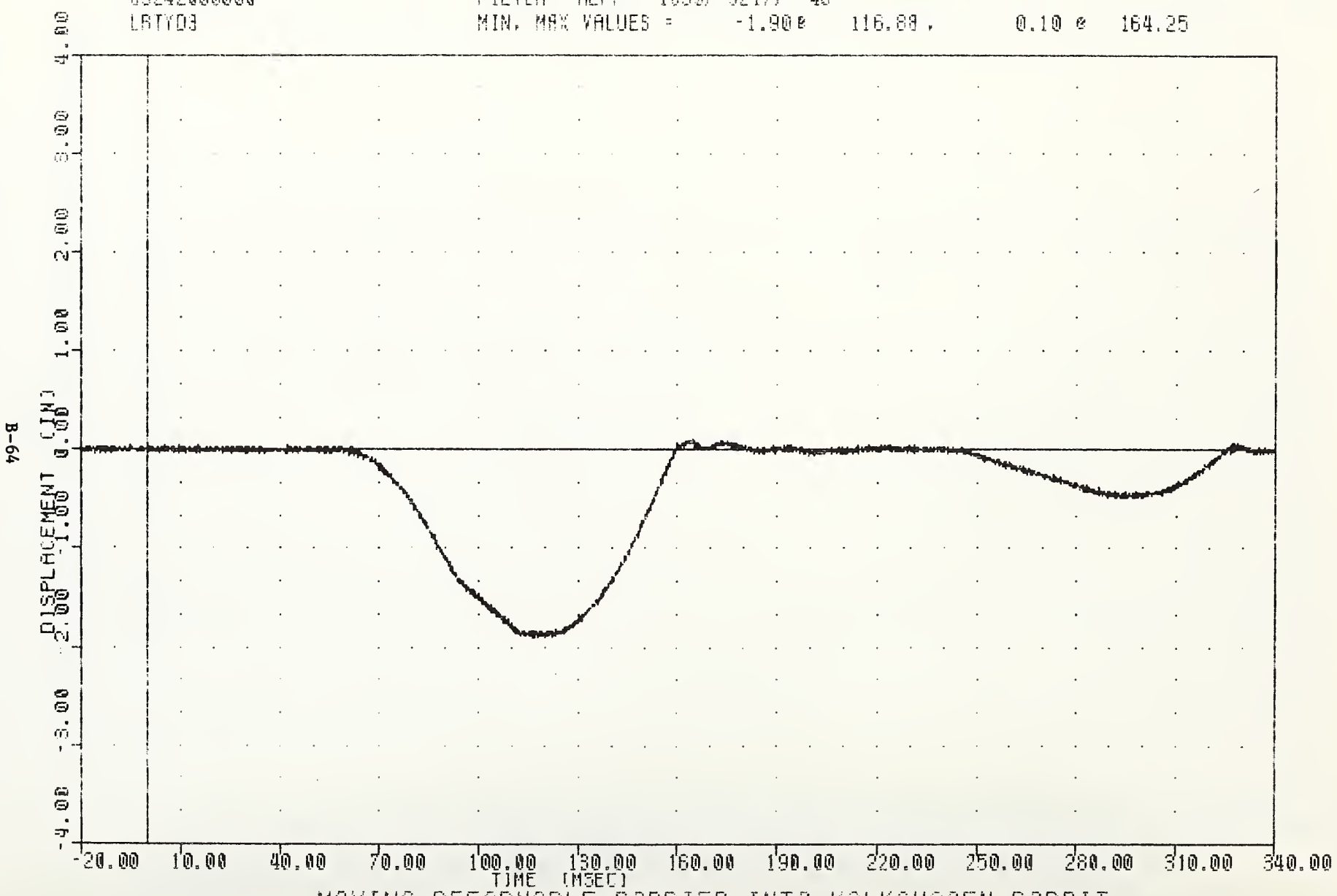


MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER LEFT LOWER RIB ACCELERATION Y AXIS

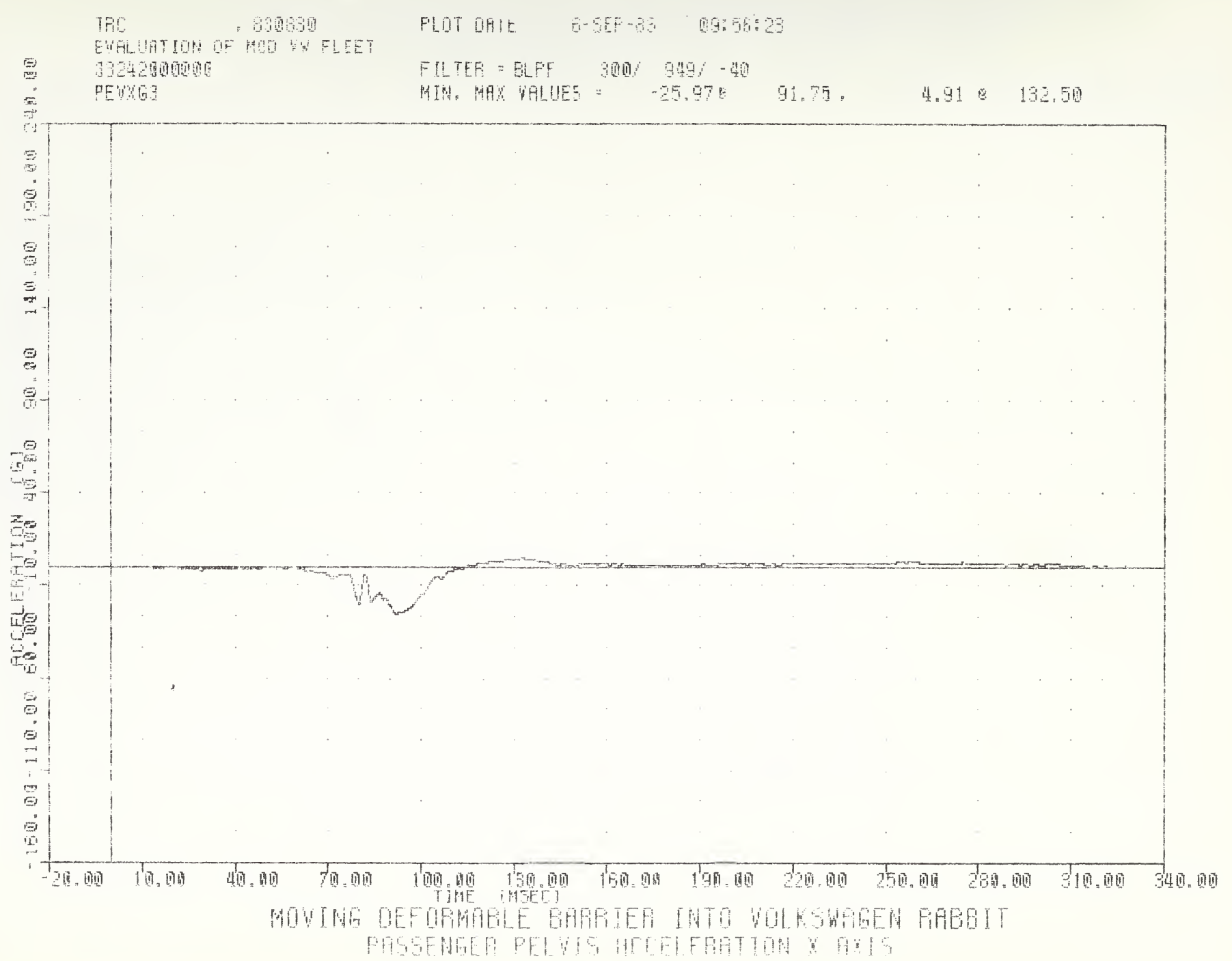


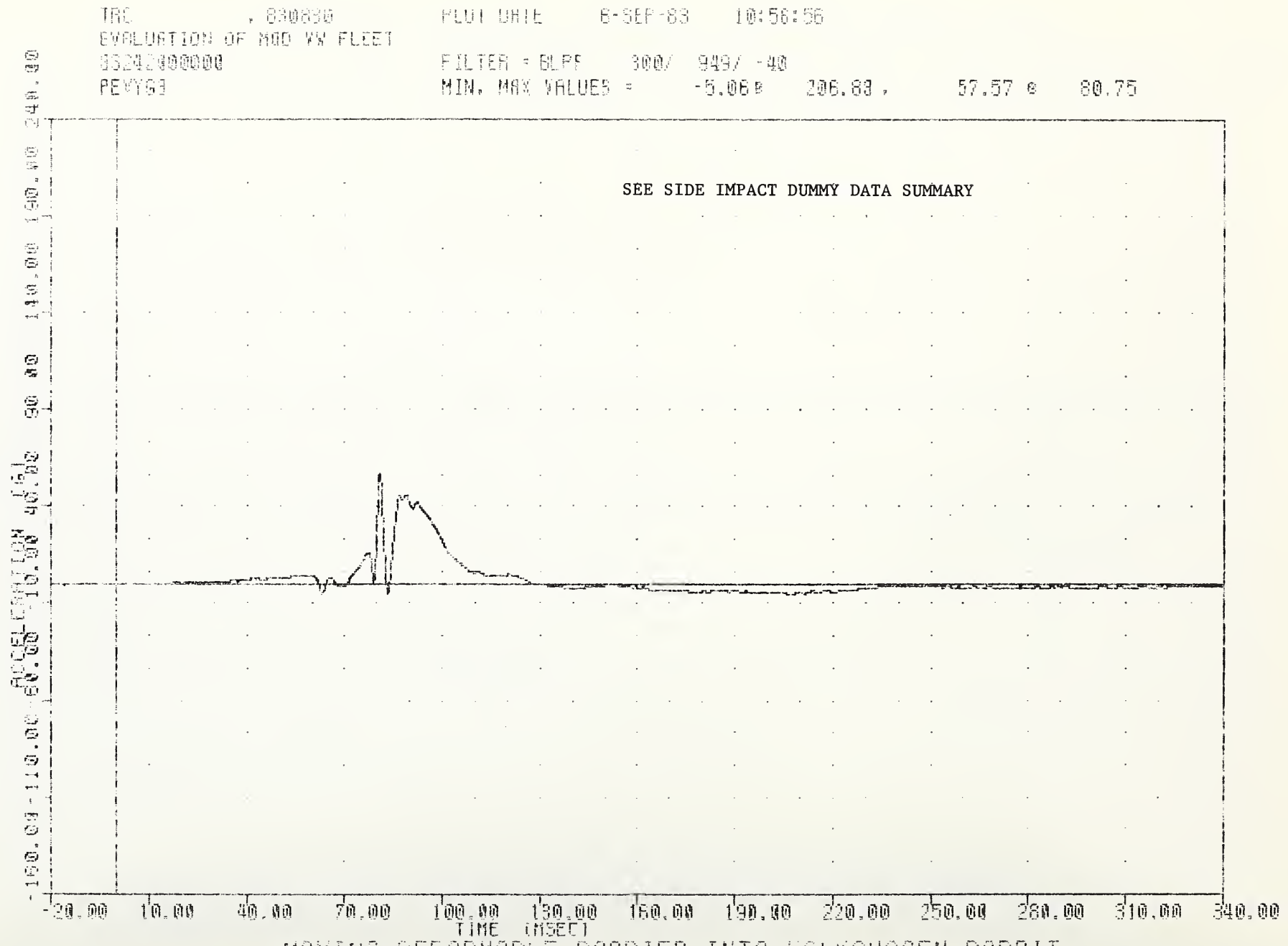
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING LLRYG3

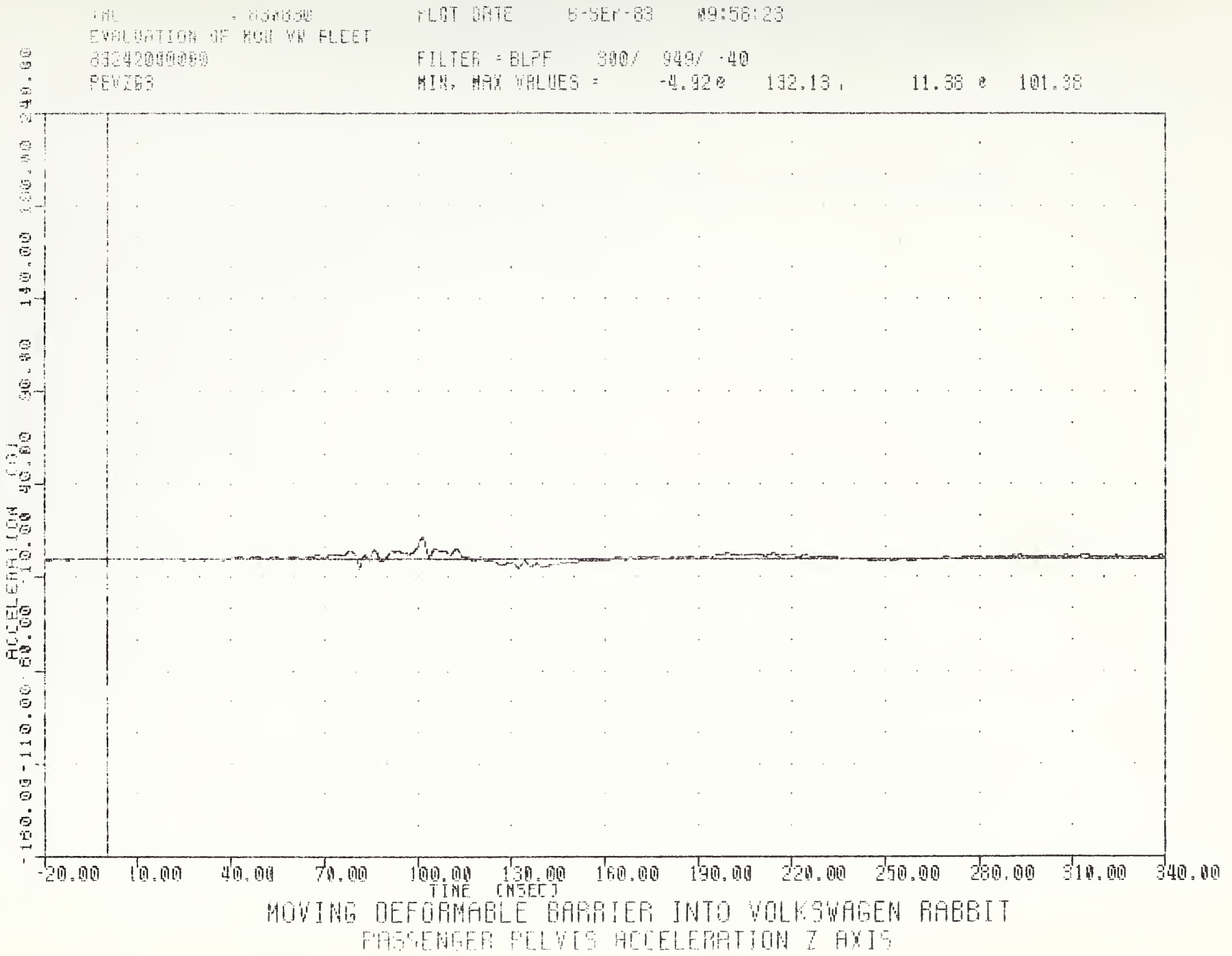

TAC , 830830 PLOT DATE 6-SEP-83 15:05:46
EVALUATION OF MOD VV FLEET
8324200000050 FILTER = HSRI 136/ 189/ -50
LLRYYC MIN, MAX VALUES = -0.27@ 36.25 , 23.22 @ 330.00
VELOCITY (INFPS)
-20.00 -10.00 0.00 10.00 20.00 30.00 40.00 50.00
-20.00 10.00 40.00 70.00 100.00 130.00 160.00 190.00 220.00 250.00 280.00 310.00 340.00
TIME (MSEC)
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING LLRYGC

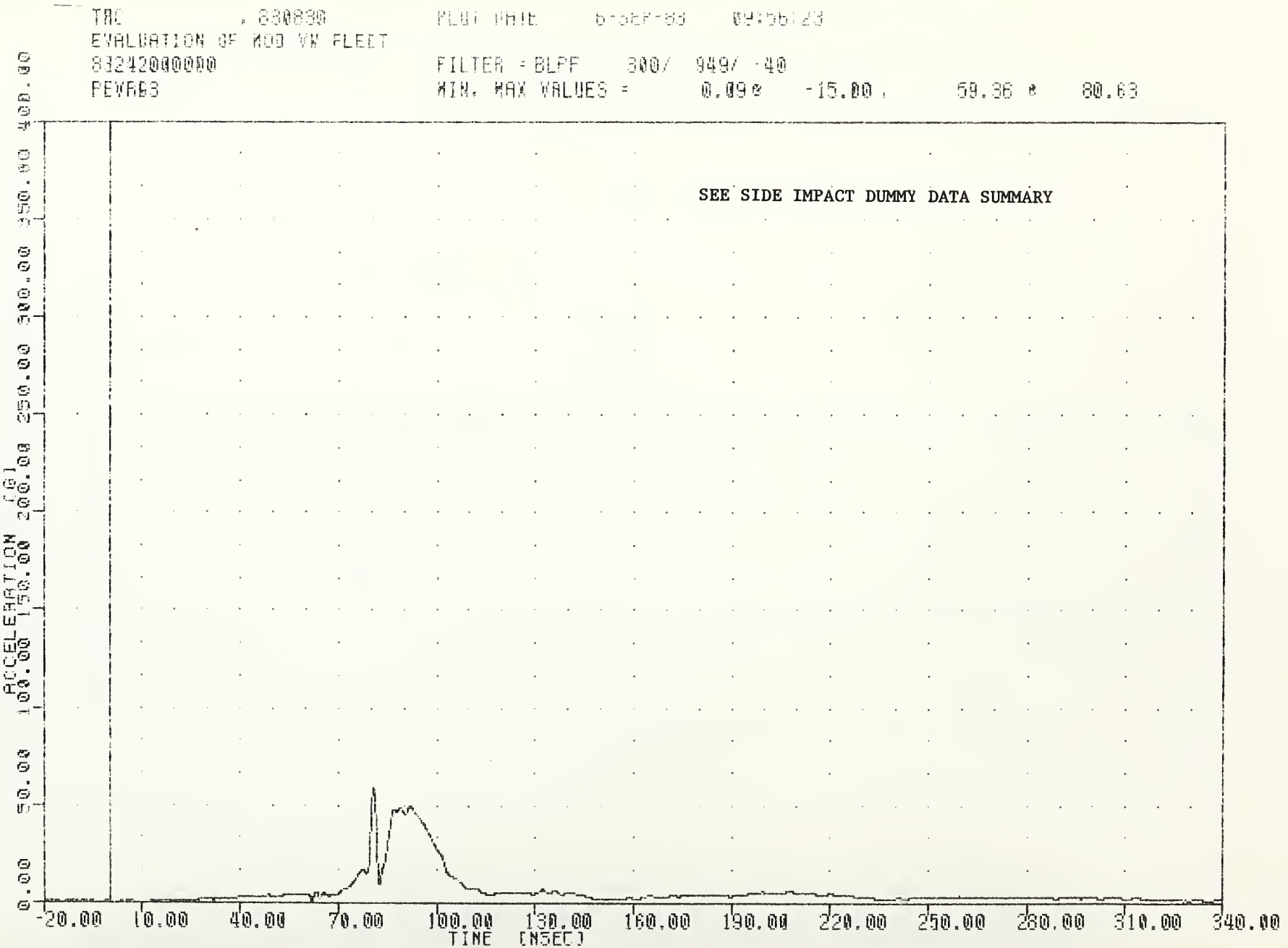


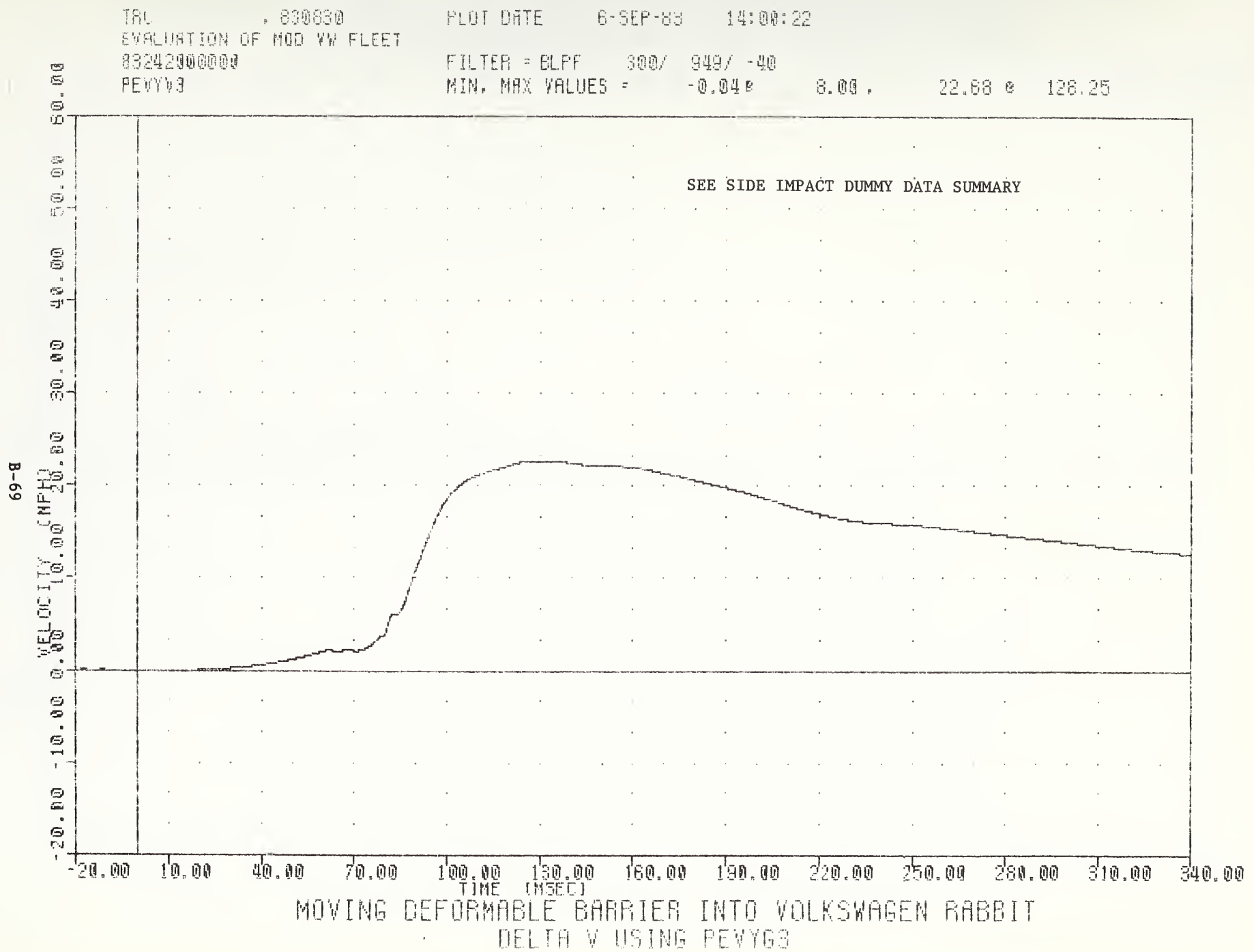
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER LEFT RIB TO SPINE DISPLACEMENT INCHES


IRC , 830630
EVALUATION OF MOD VW FLEET
33242000000
PEVXG3
PLOT DATE 6-SEP-83 09:56:23
FILTER = BLPF 300/ 949/ -40
MIN. MAX VALUES = -25.97@ 91.75 , 4.91 @ 132.50
ACCELERATION (G)
-160.00 -110.00 -60.00 -10.00 40.00 90.00 140.00 190.00 240.00
-20.00 10.00 40.00 70.00 100.00 130.00 160.00 190.00 220.00 250.00 280.00 310.00 340.00
TIME (MSEC)
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER PELVIS ACCELERATION X AXIS

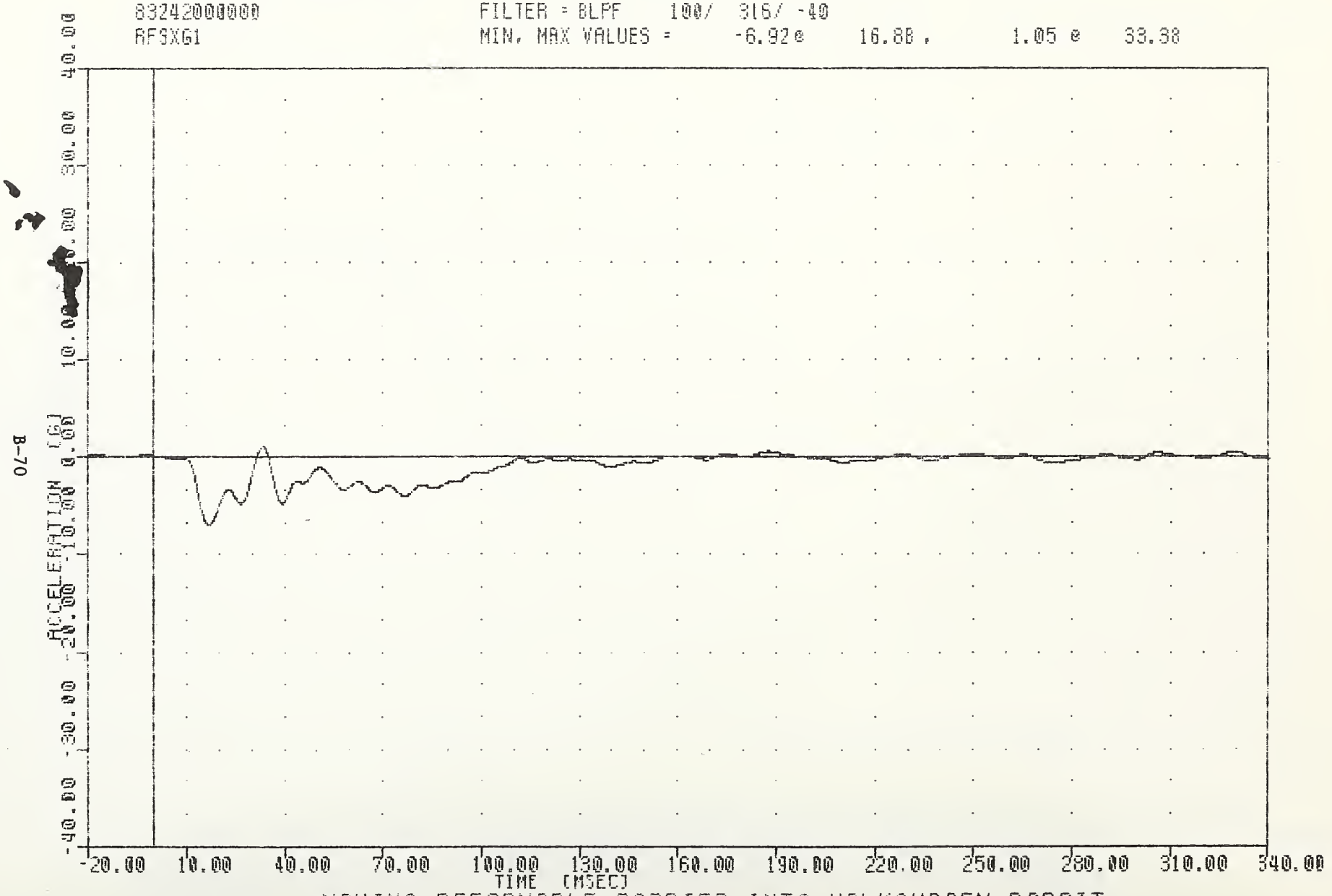

TRC , 830830 FLUI UNIT 6-SEP-83 10:56:56
EVALUATION OF MOD VW FLEET
FILTER = BLPF 300/ 949/ -40
MIN, MAX VALUES = -5.06 @ 206.83 , 57.57 @ 80.75
SEE SIDE IMPACT DUMMY DATA SUMMARY
ACCELERATION G'S
-150.00 -110.00 -70.00 -30.00 10.00 50.00 90.00 130.00 170.00 210.00 250.00
-20.00 10.00 40.00 70.00 100.00 130.00 160.00 190.00 220.00 250.00 280.00 310.00 340.00
TIME (MSEC)
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER PELVIS ACCLERATION Y AXIS


*AL - A3#030
EVALUATION OF NCSA VW FLEET
8824209@@60
PEVI60
PLOT DATE 5-SEP-83 09:58:23
FILTER = BLPF 300/ 949/ .40
MIN, MAX VALUES = -4.92@ 132.13 , 11.38 @ 101.38
-100.00 -110.00 -60.00 -10.00 40.00 90.00 140.00 190.00 240.00
ACCELERATION (G)
-20.00 10.00 40.00 70.00 100.00 130.00 160.00 190.00 220.00 250.00 280.00 310.00 340.00
TIME (MSEC)
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER PELVIS ACCELERATION Z AXIS

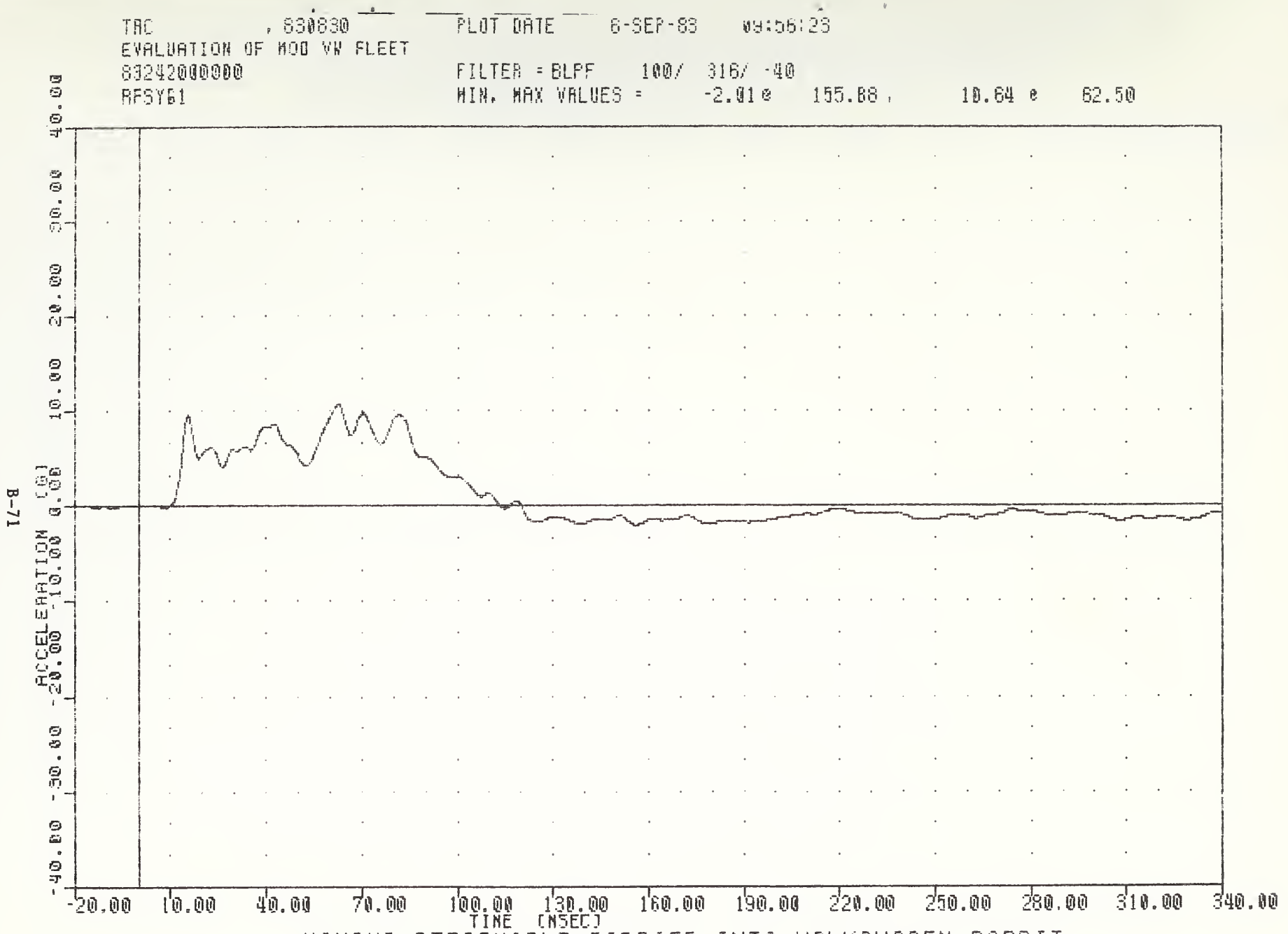

TAC , 830830
EVALUATION OF MOD VW FLEET
832420@@@@@
PEVR63
FILTER = BLPF 300/ 949/ -40
MIN, MAX VALUES = 0.09@ -15.00 , 59.36 @ 80.63
SEE SIDE IMPACT DUMMY DATA SUMMARY
ACCELERATION (G)
0.00 50.00 100.00 150.00 200.00 250.00 300.00 350.00 400.00
-20.00 10.00 40.00 70.00 100.00 130.00 160.00 190.00 220.00 250.00 280.00 310.00 340.00
TIME (MSEC)
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
PASSENGER PELVIS RESULTANT



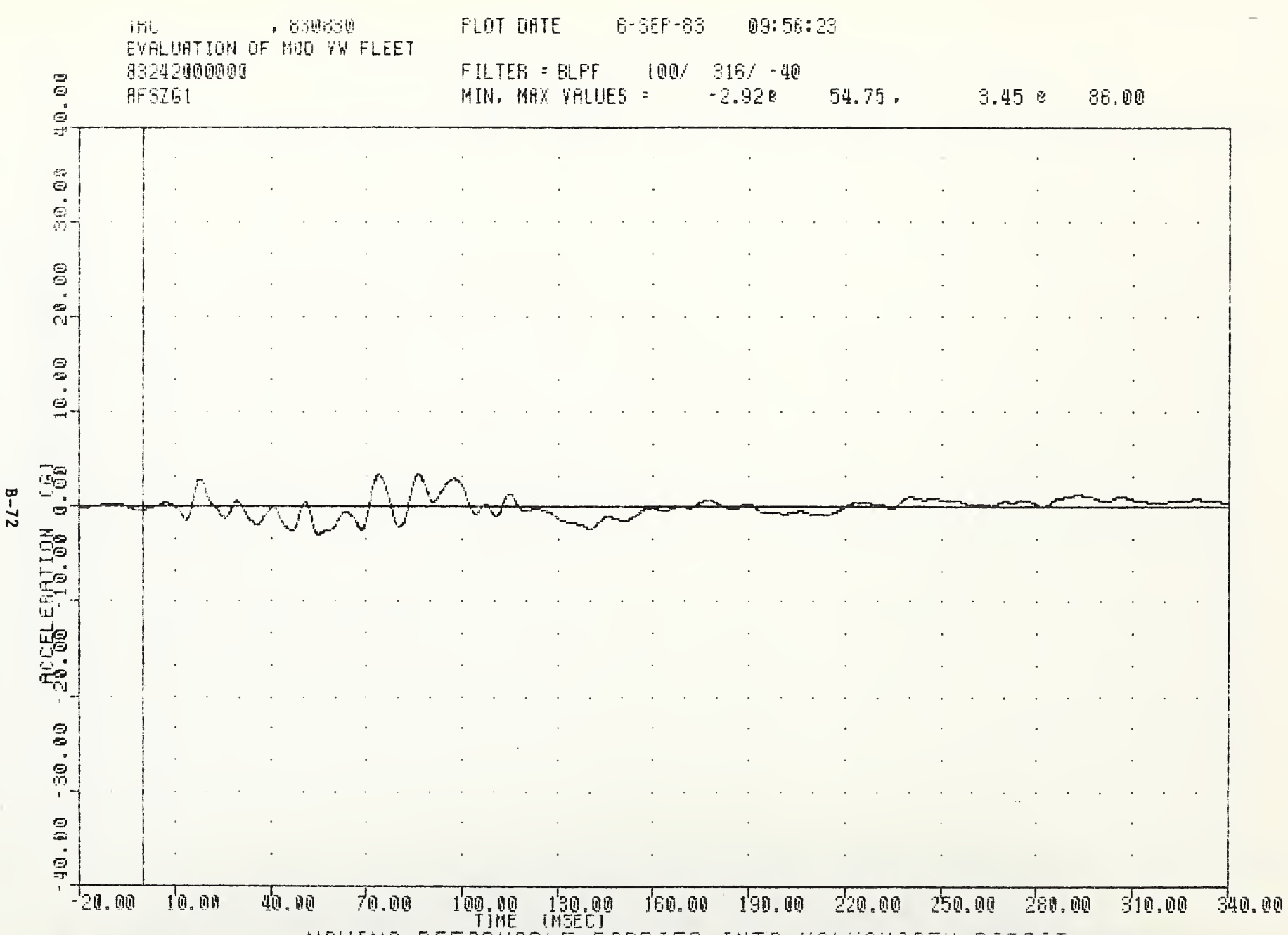
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING PEVYG3



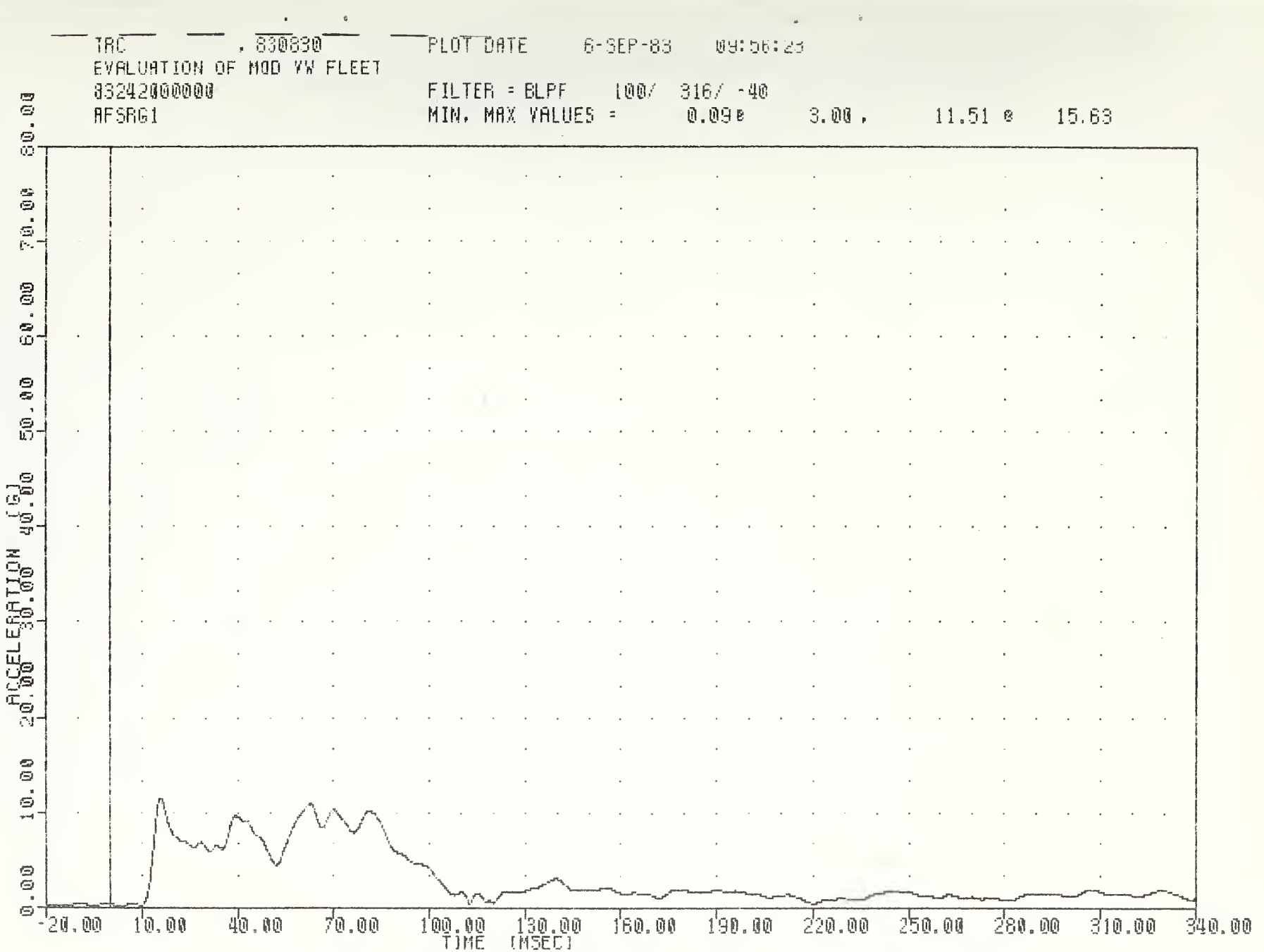
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE RIGHT FRONT SILL ACCELERATION X AXIS



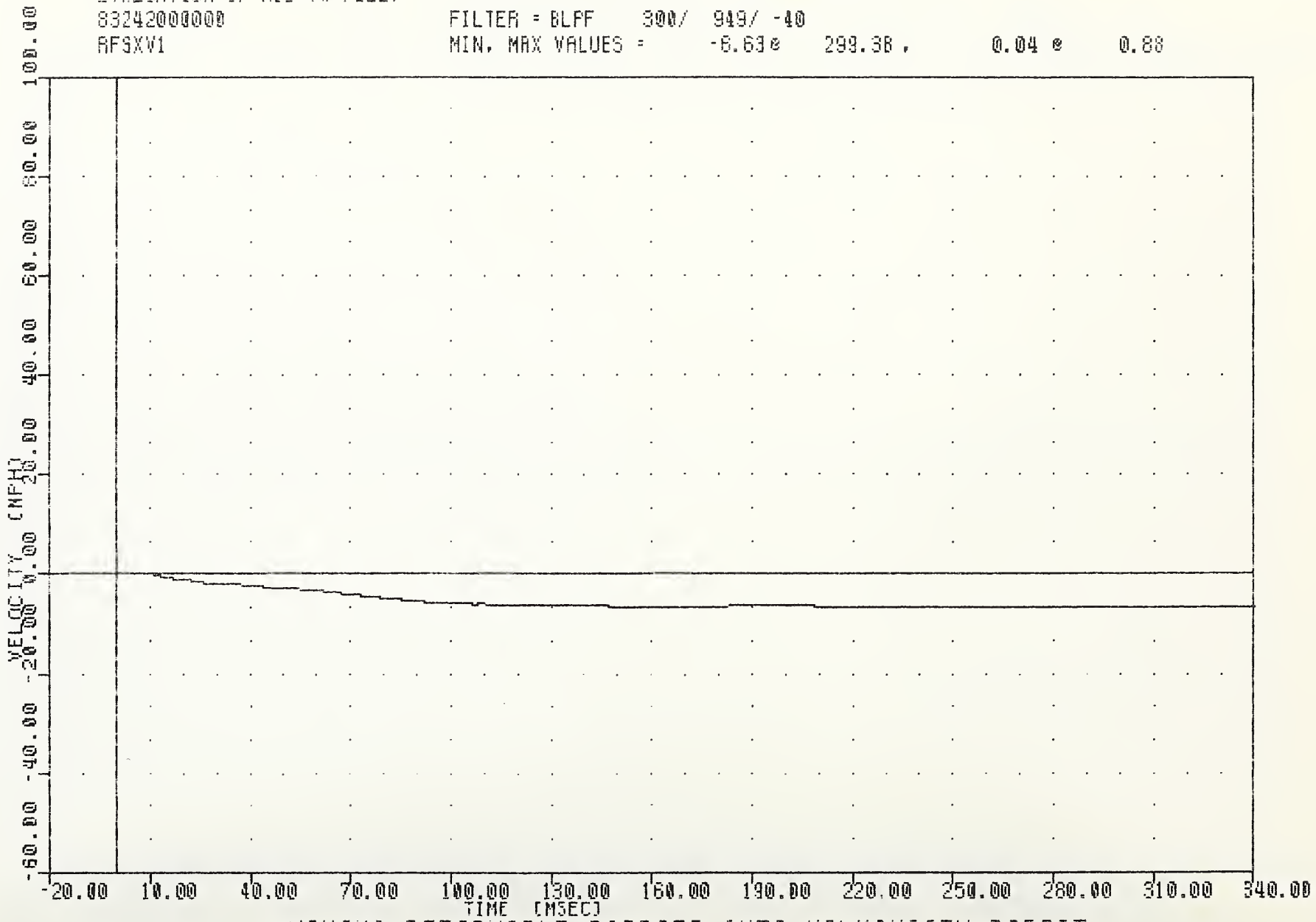
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE RIGHT FRONT SILL ACCELERATION Y AXIS



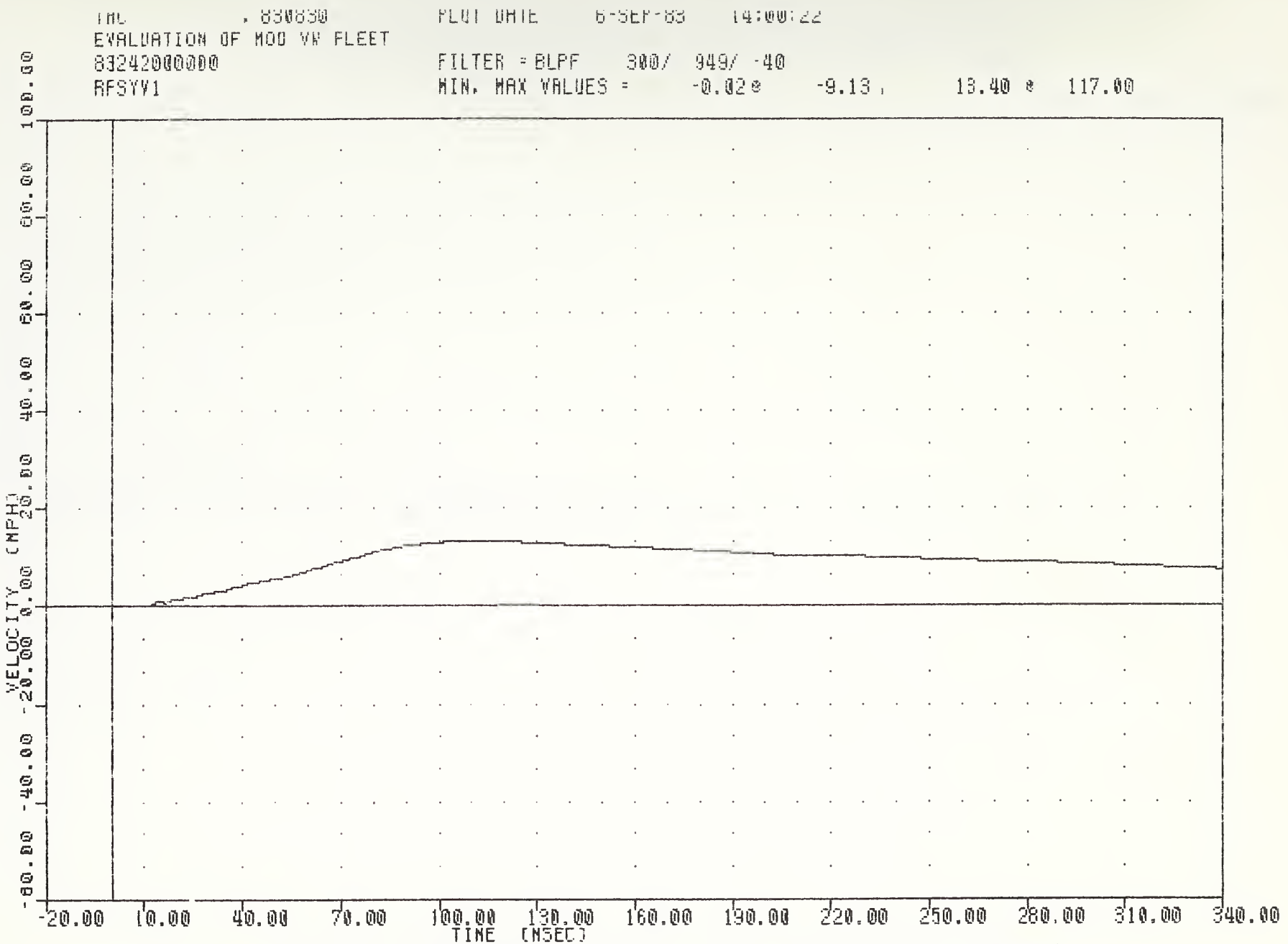
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE RIGHT FRONT SILL ACCELERATION Z AXIS



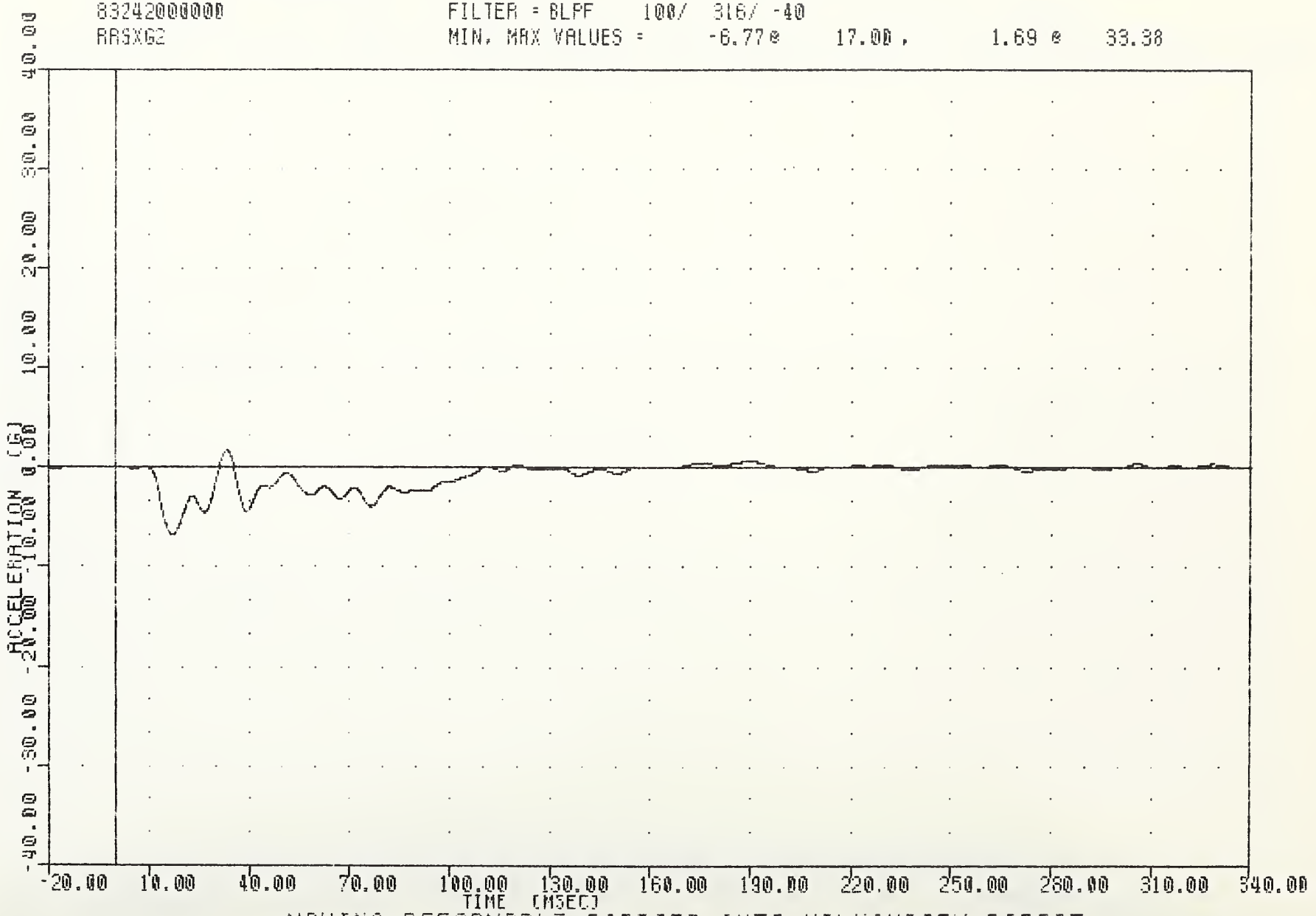
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE RIGHT FRONT SILL RESULTANT



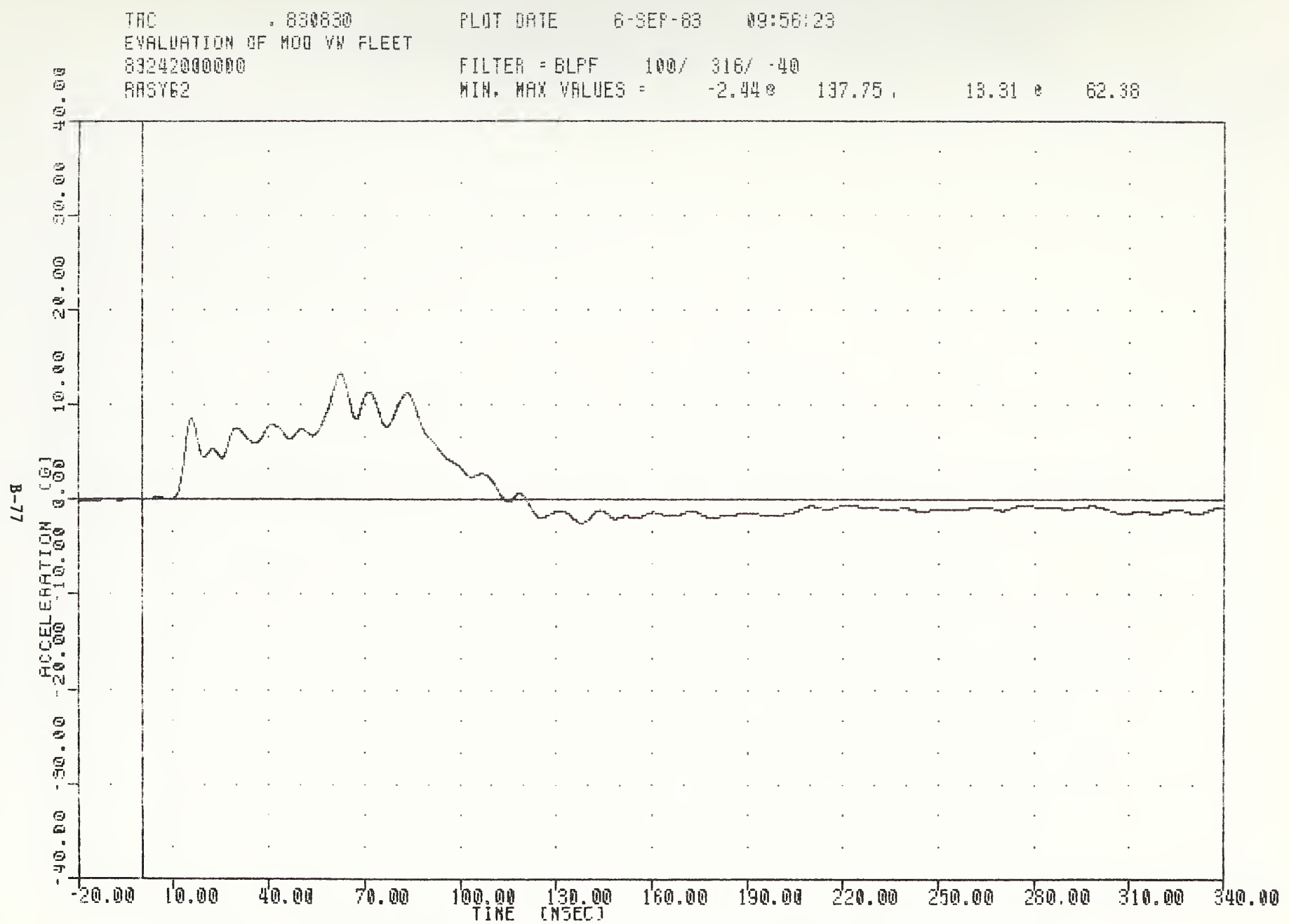
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING RFSX61



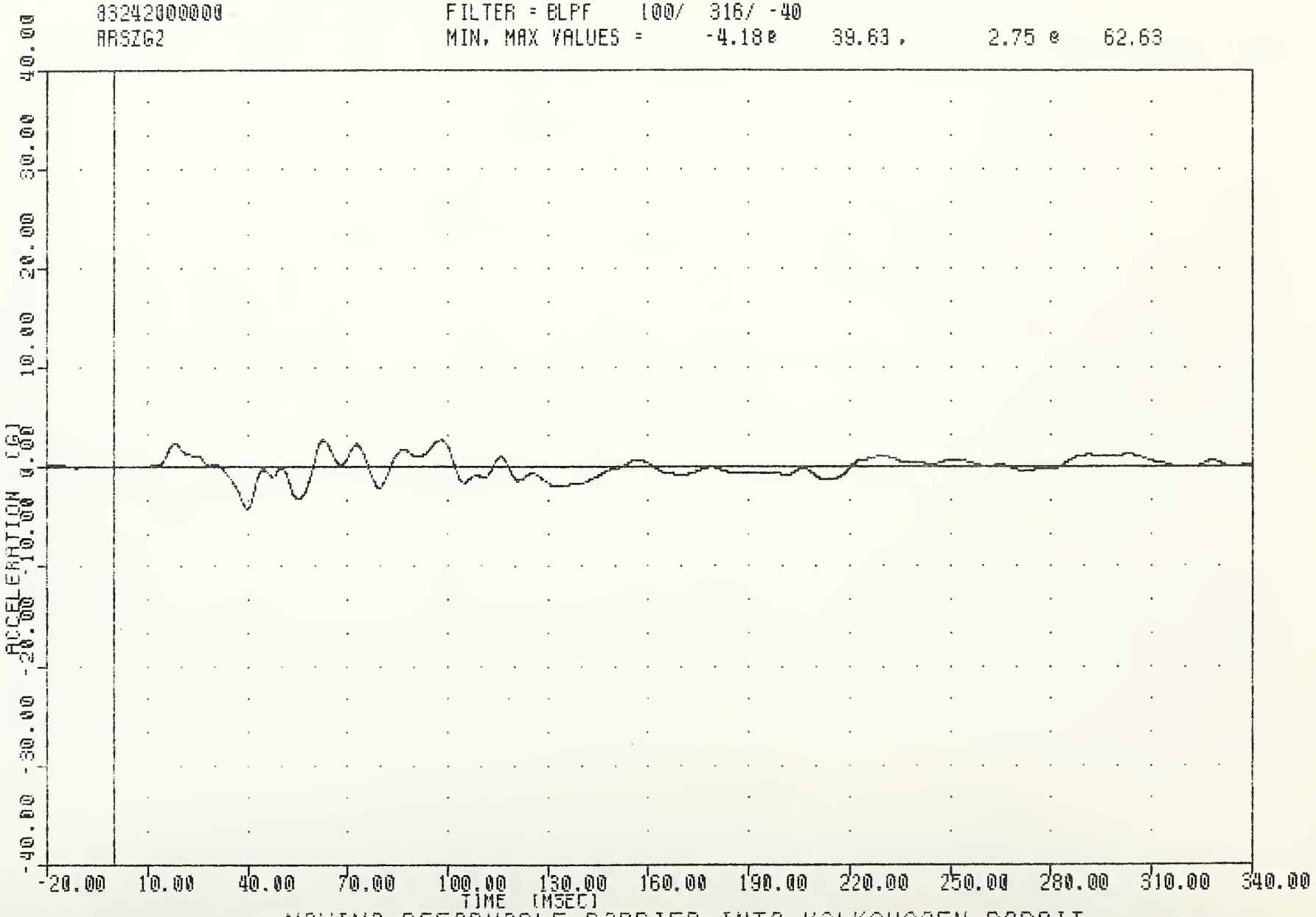
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING RFSYG1



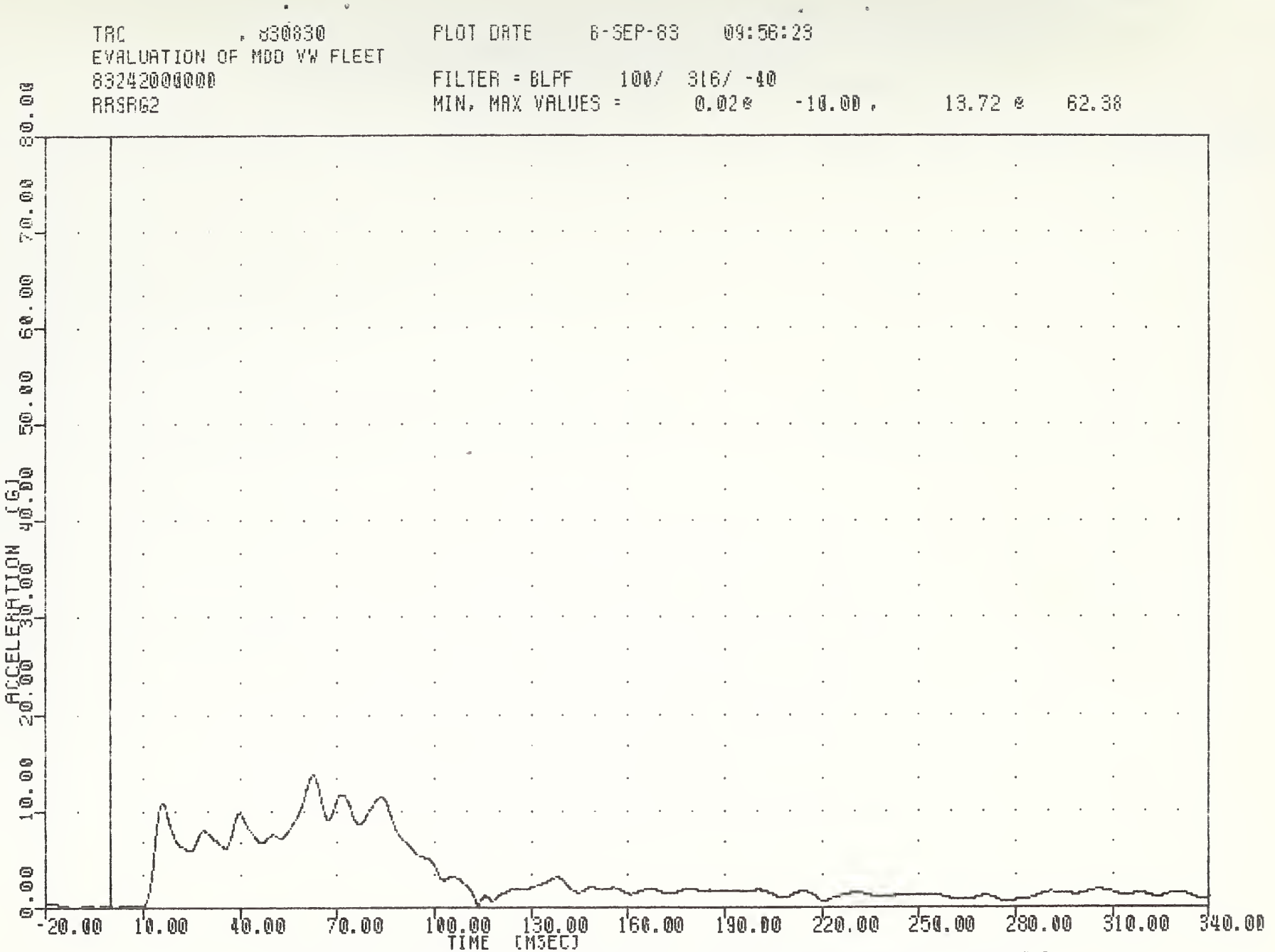
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE RIGHT REAR SILL ACCELERATION X AXIS



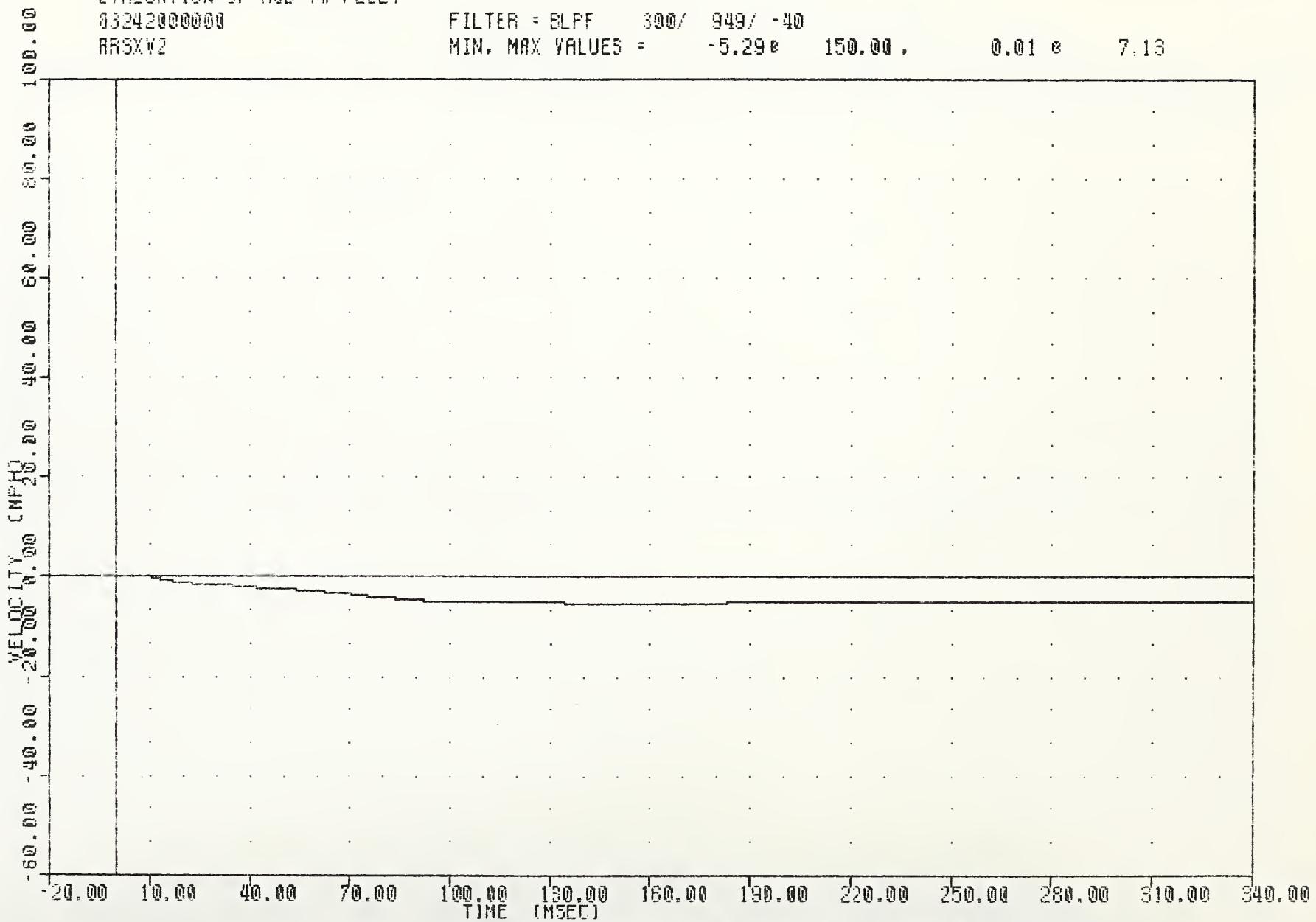
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE RIGHT REAR SILL ACCELERATION Y AXIS



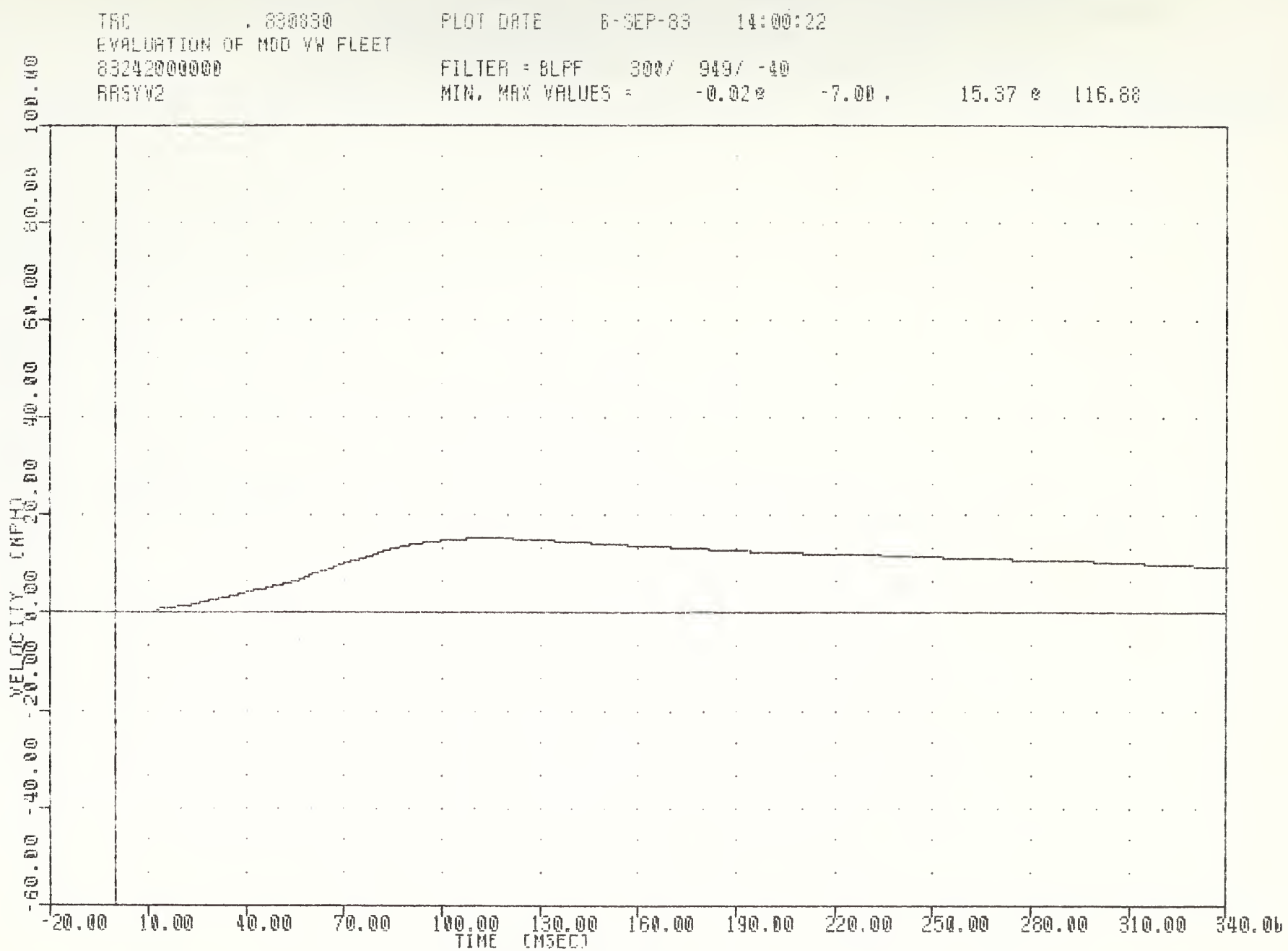
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE RIGHT REAR SILL ACCELERATION Z AXIS



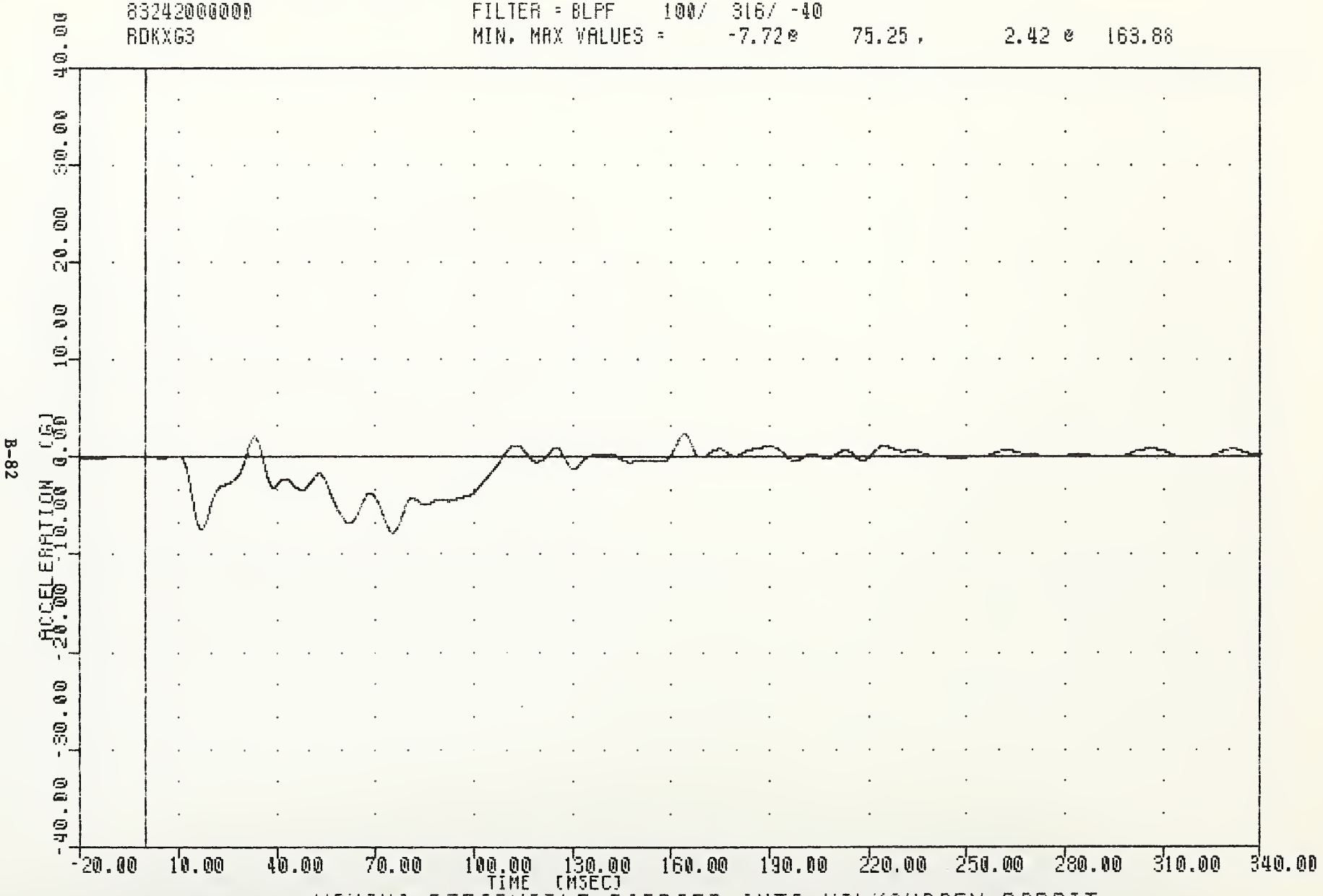
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE RIGHT REAR SILL RESULTANT



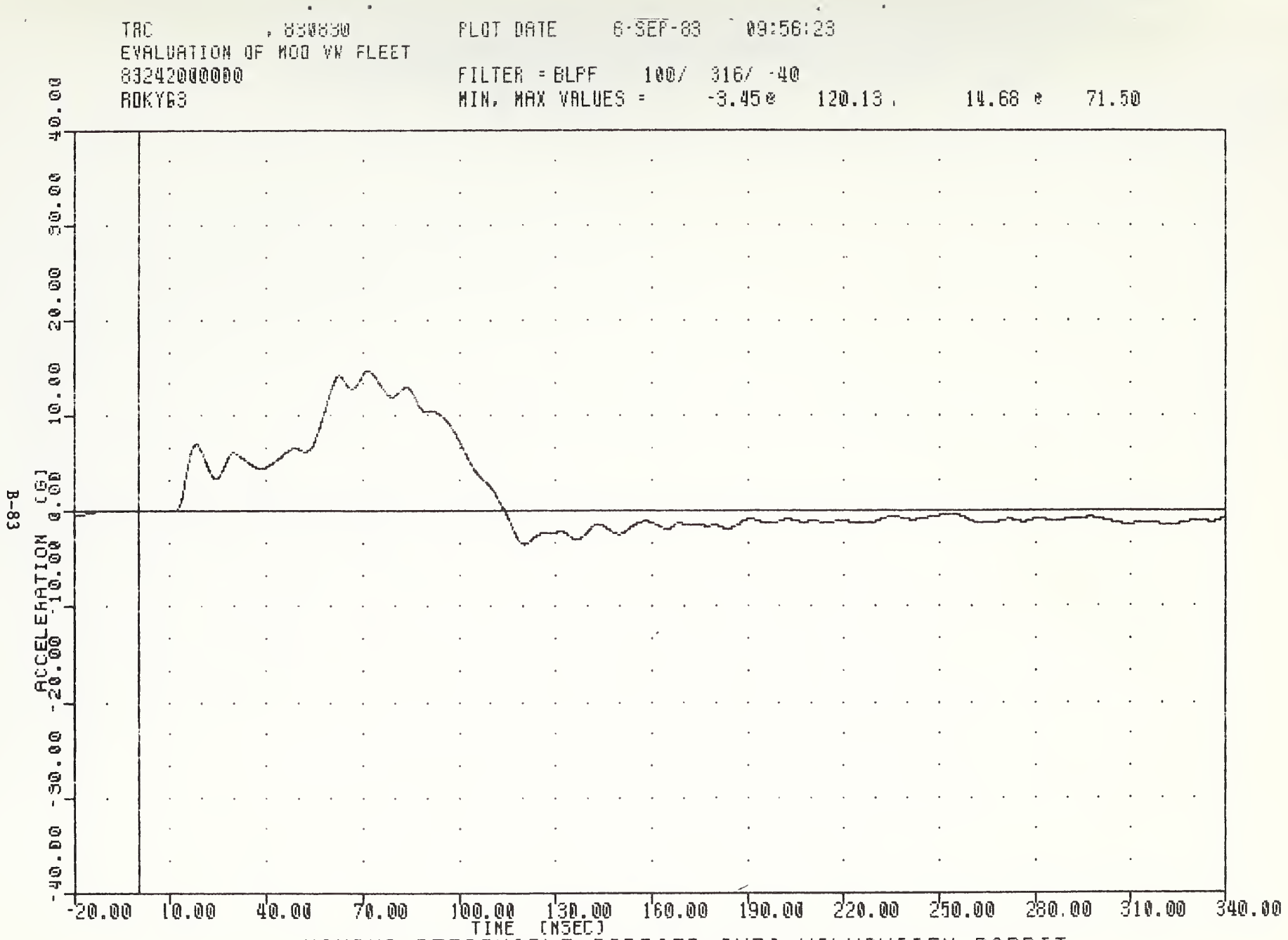
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING RRSXG2



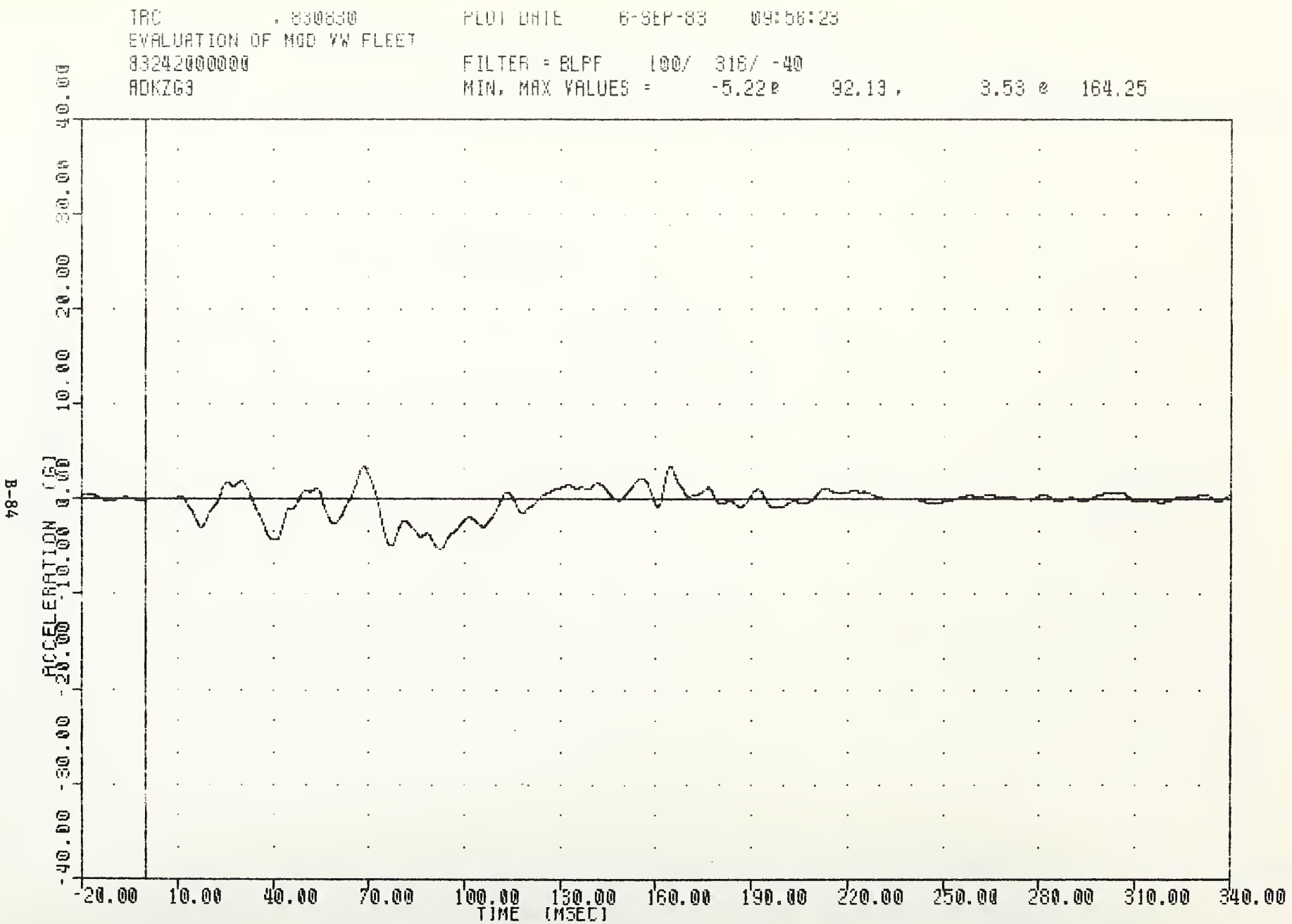
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING RRSYG2



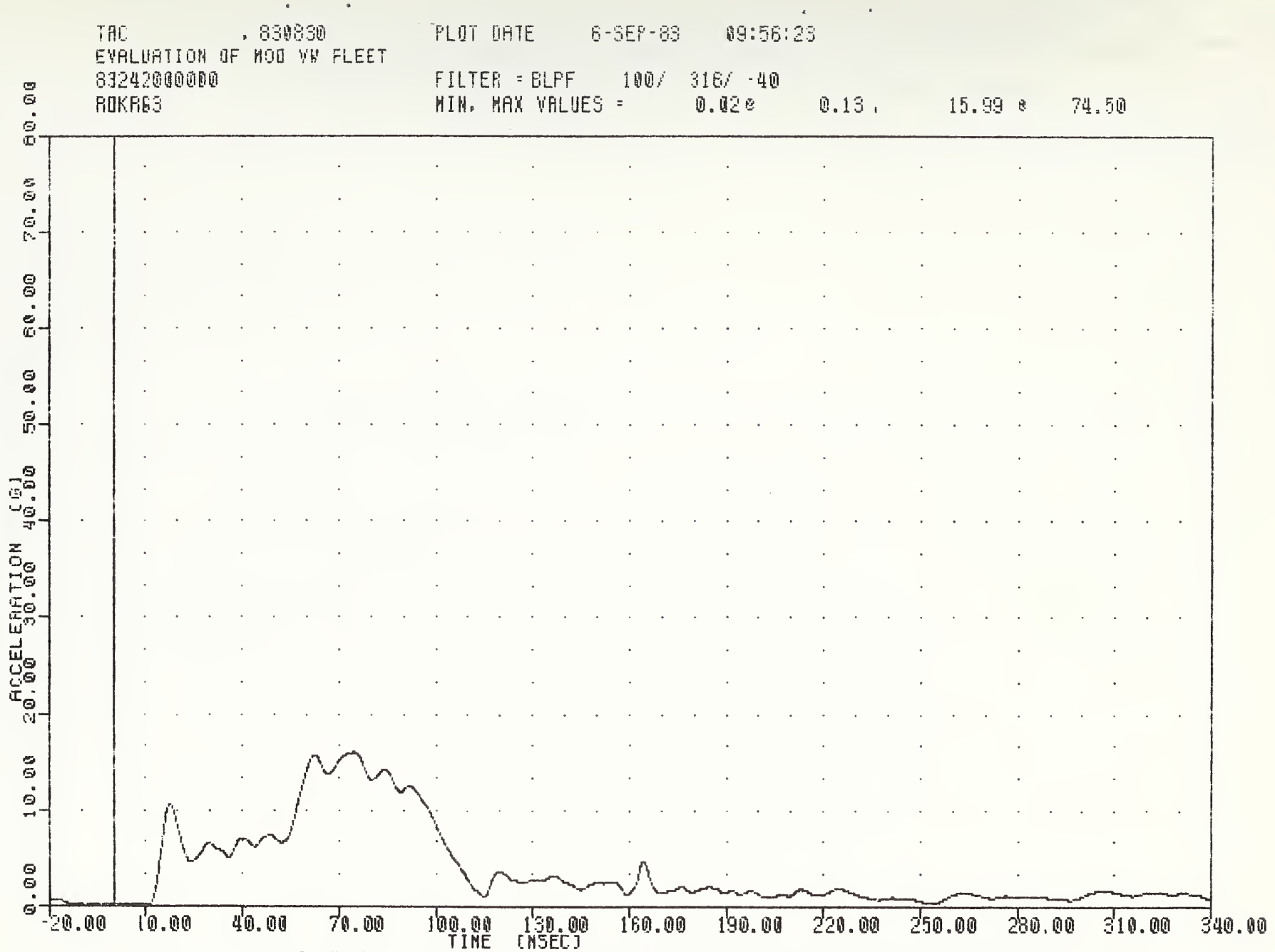
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE REAR DECK ACCELERATION X AXIS



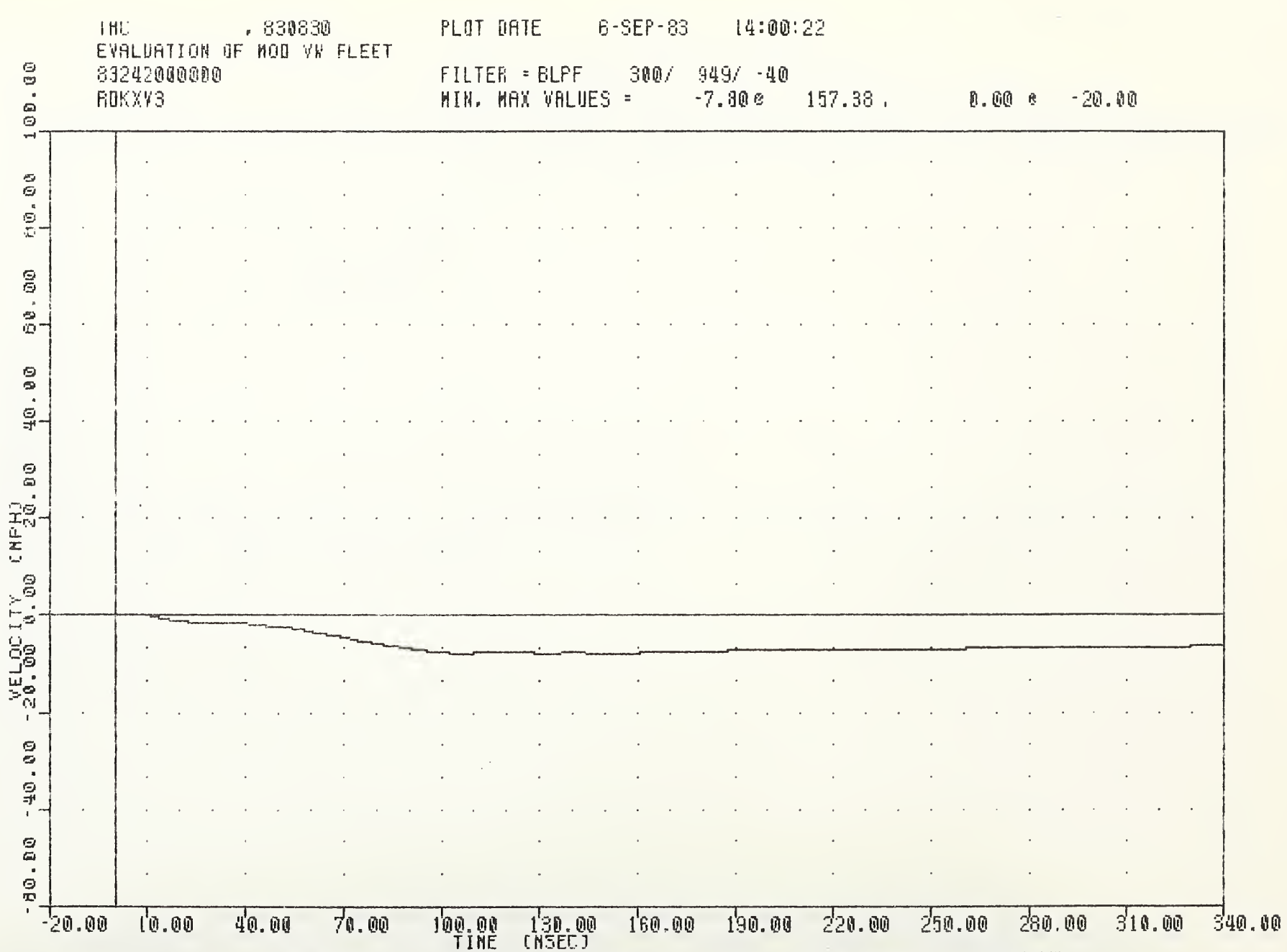
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE REAR DECK ACCELERATION Y AXIS



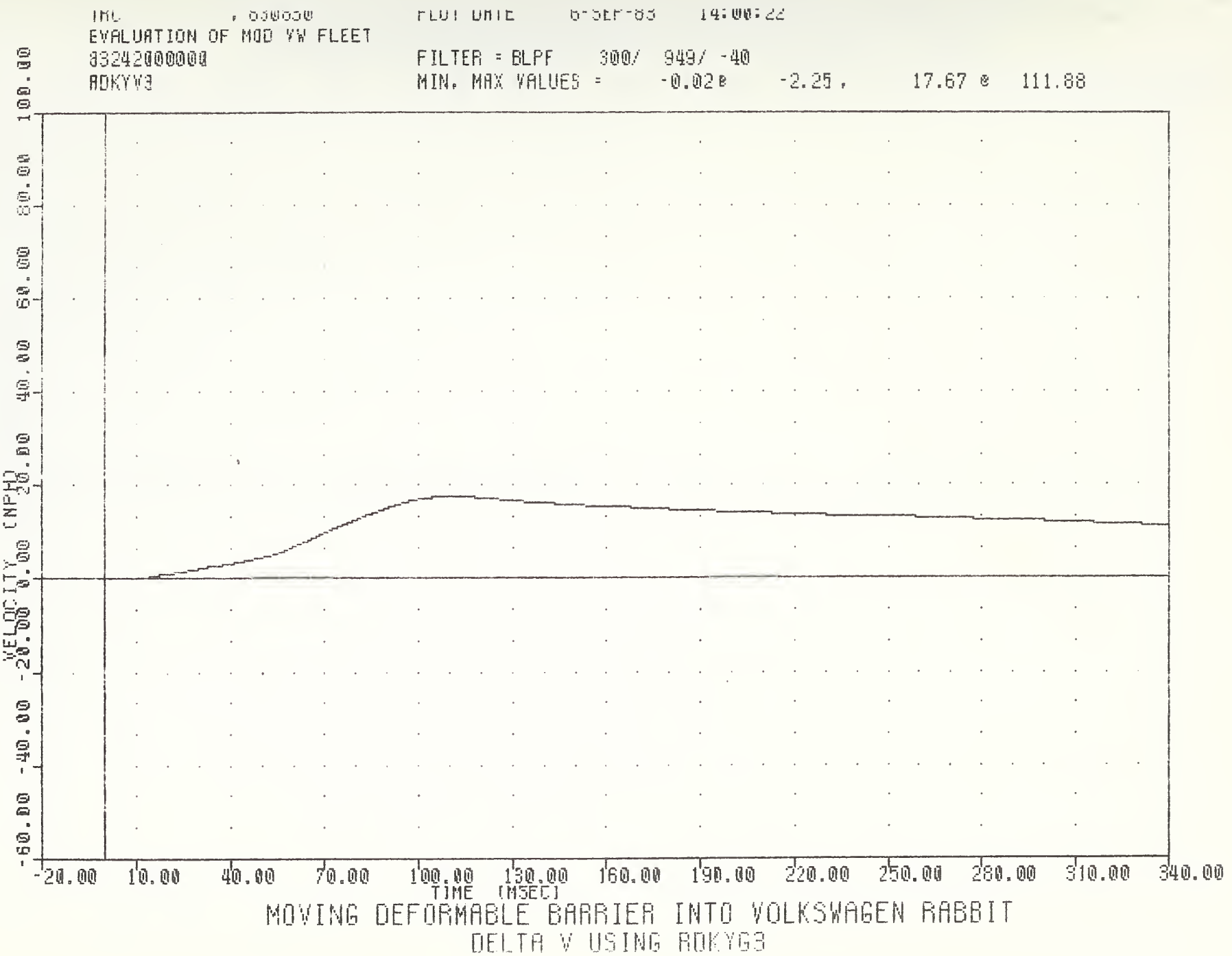
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE REAR DECK ACCELERATION Z AXIS



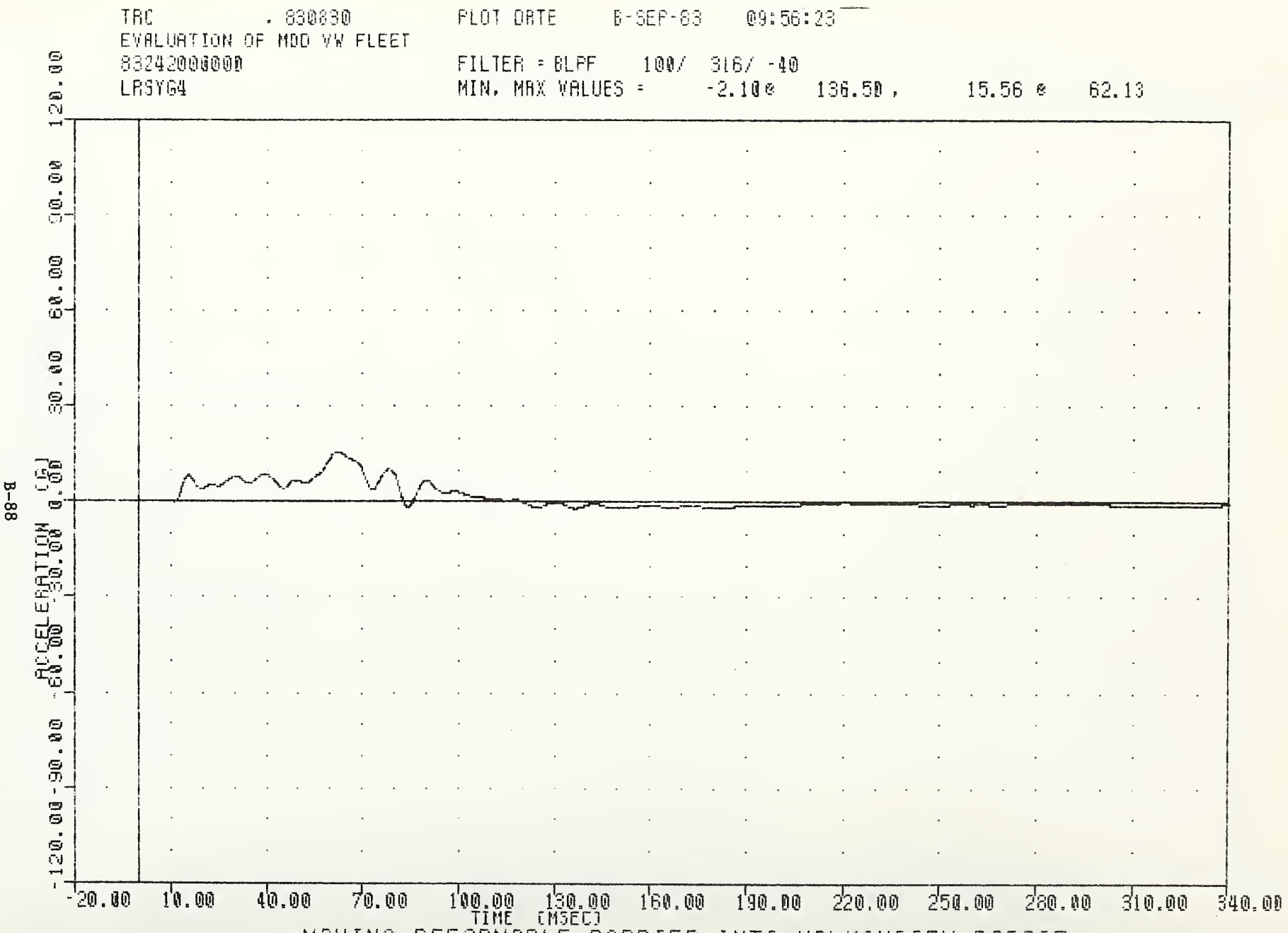
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE REAR DECK RESULTANT



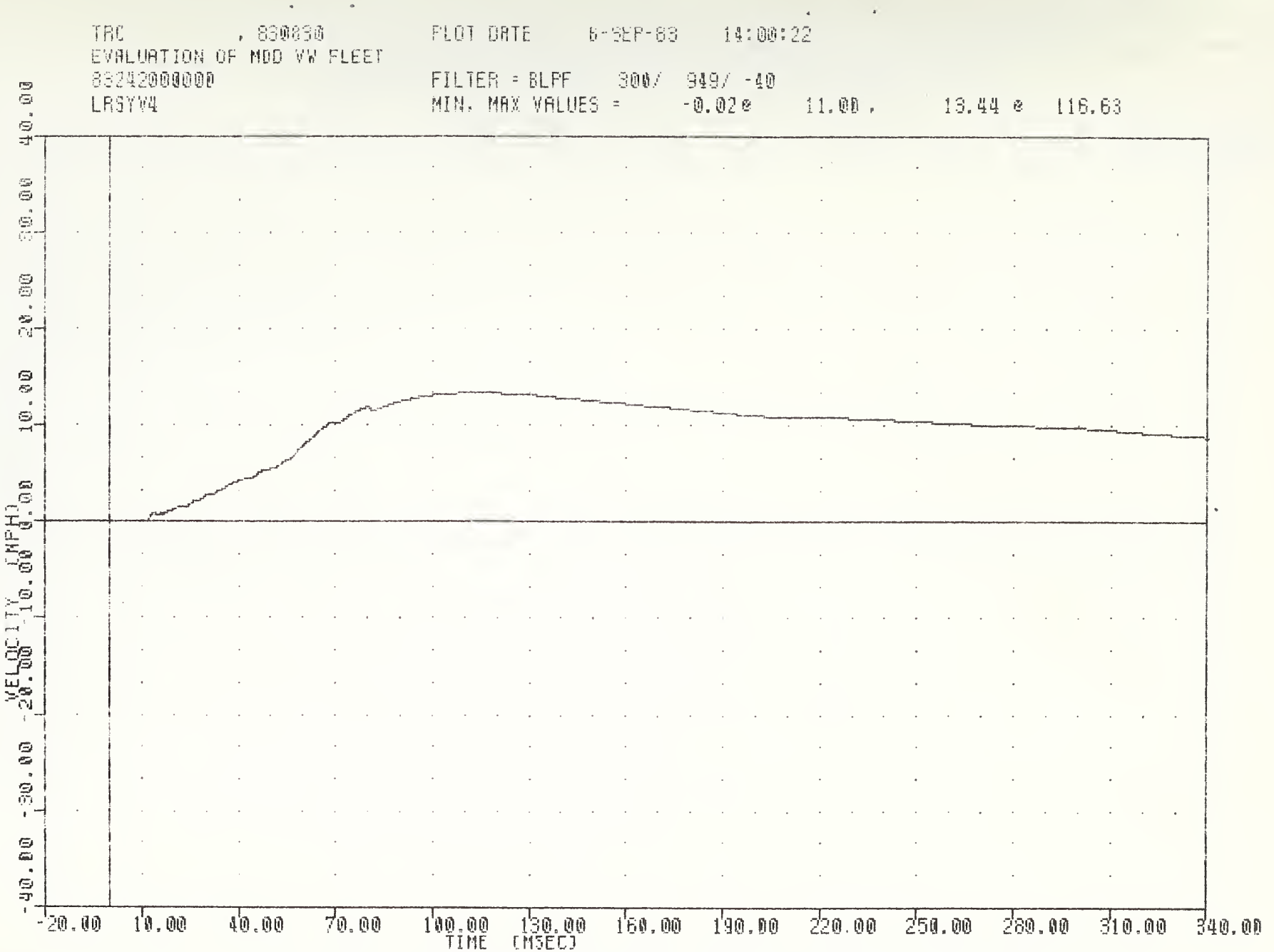
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING RDKXG3



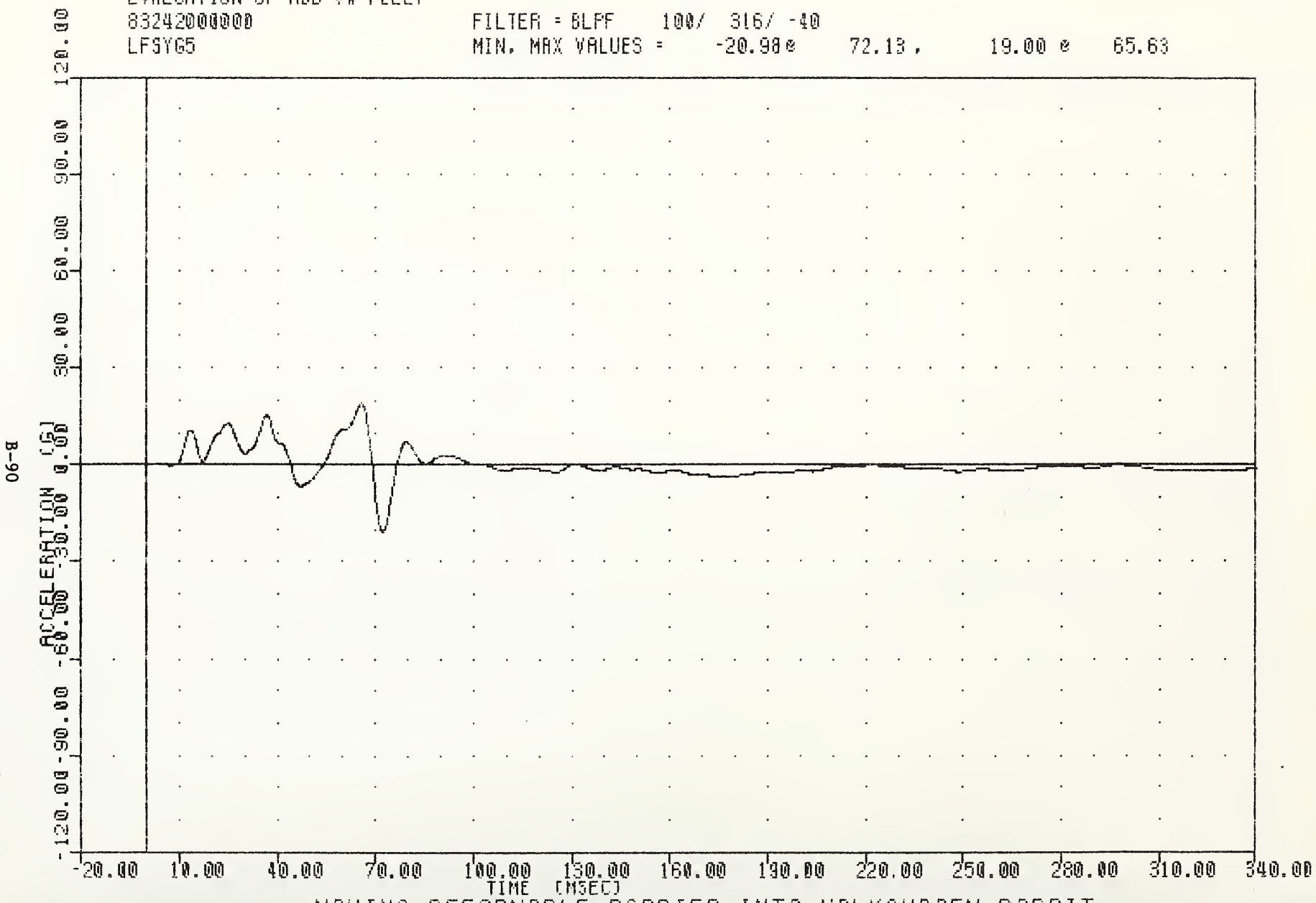
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING ADKYG3



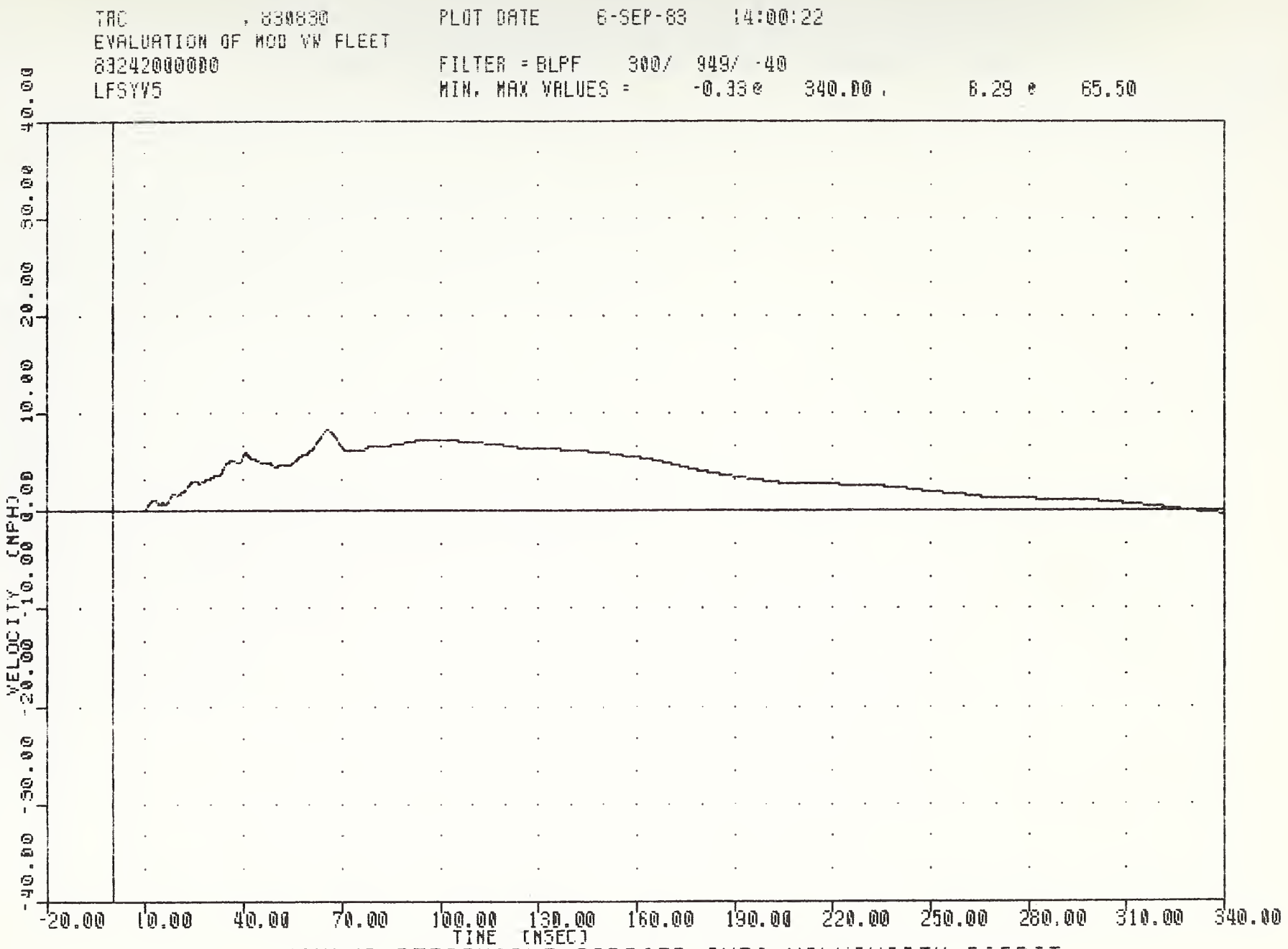
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE LEFT REAR SILL ACCELERATION Y AXIS



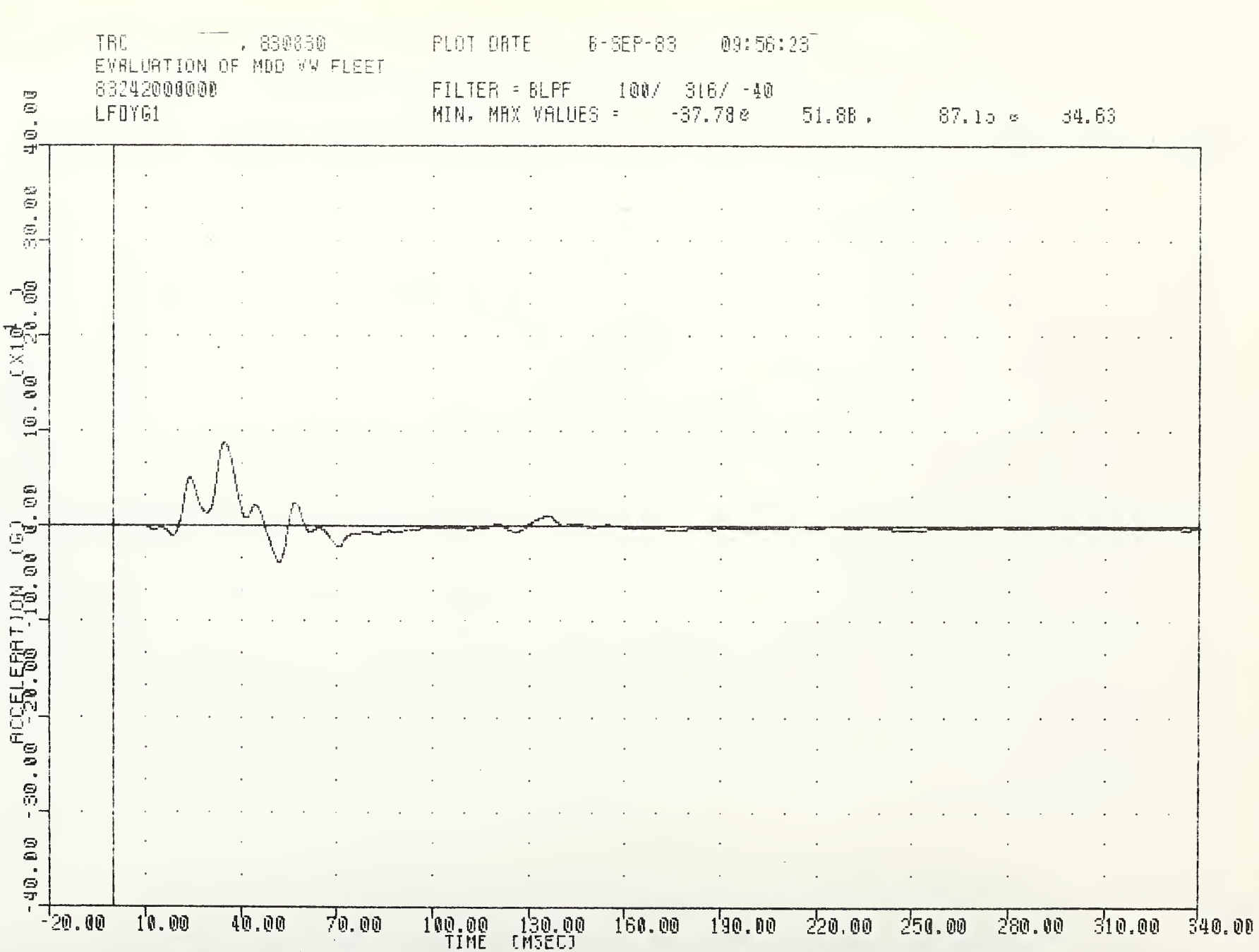
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING LRSYG4



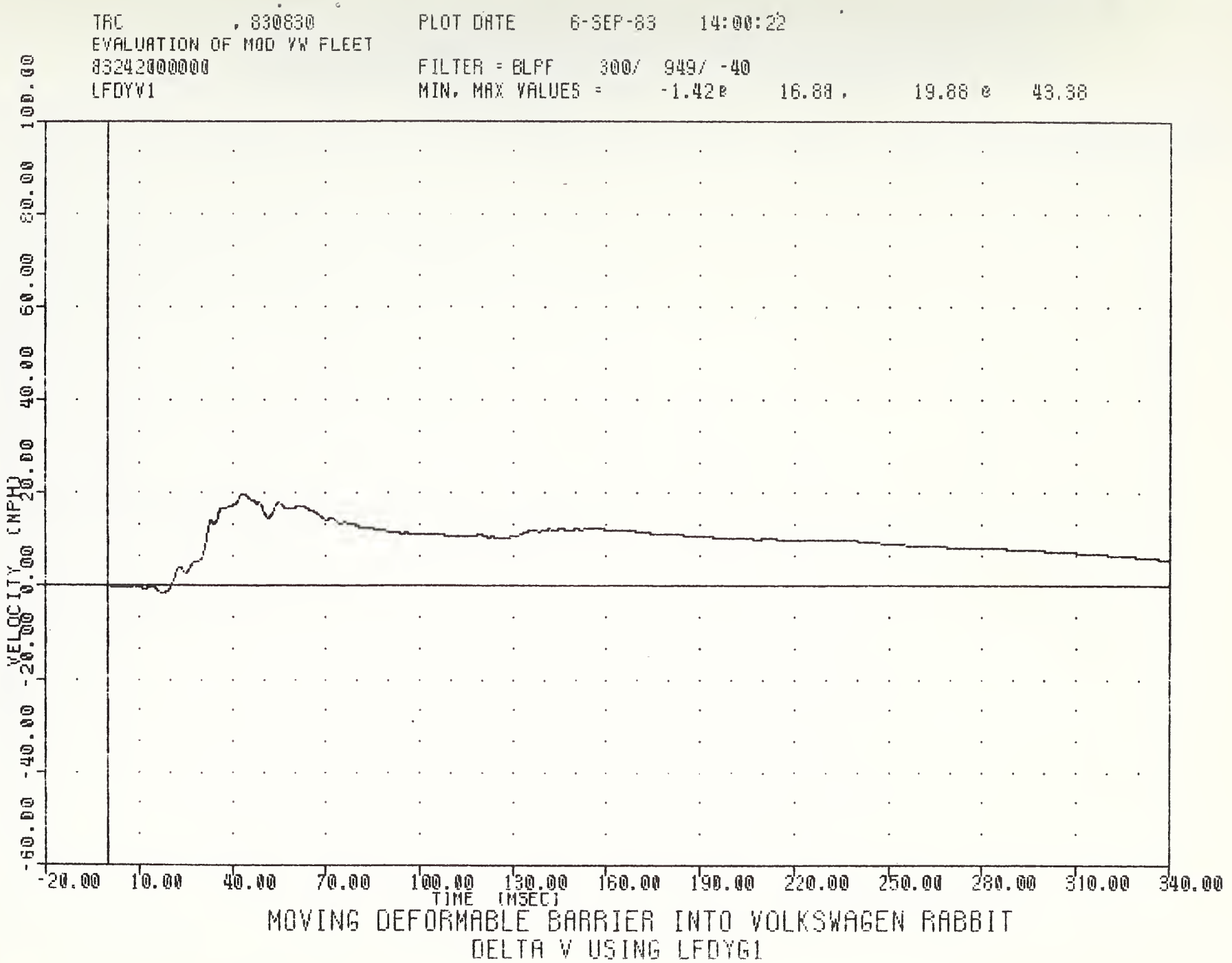
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE LEFT FRONT SILL ACCELERATION Y AXIS



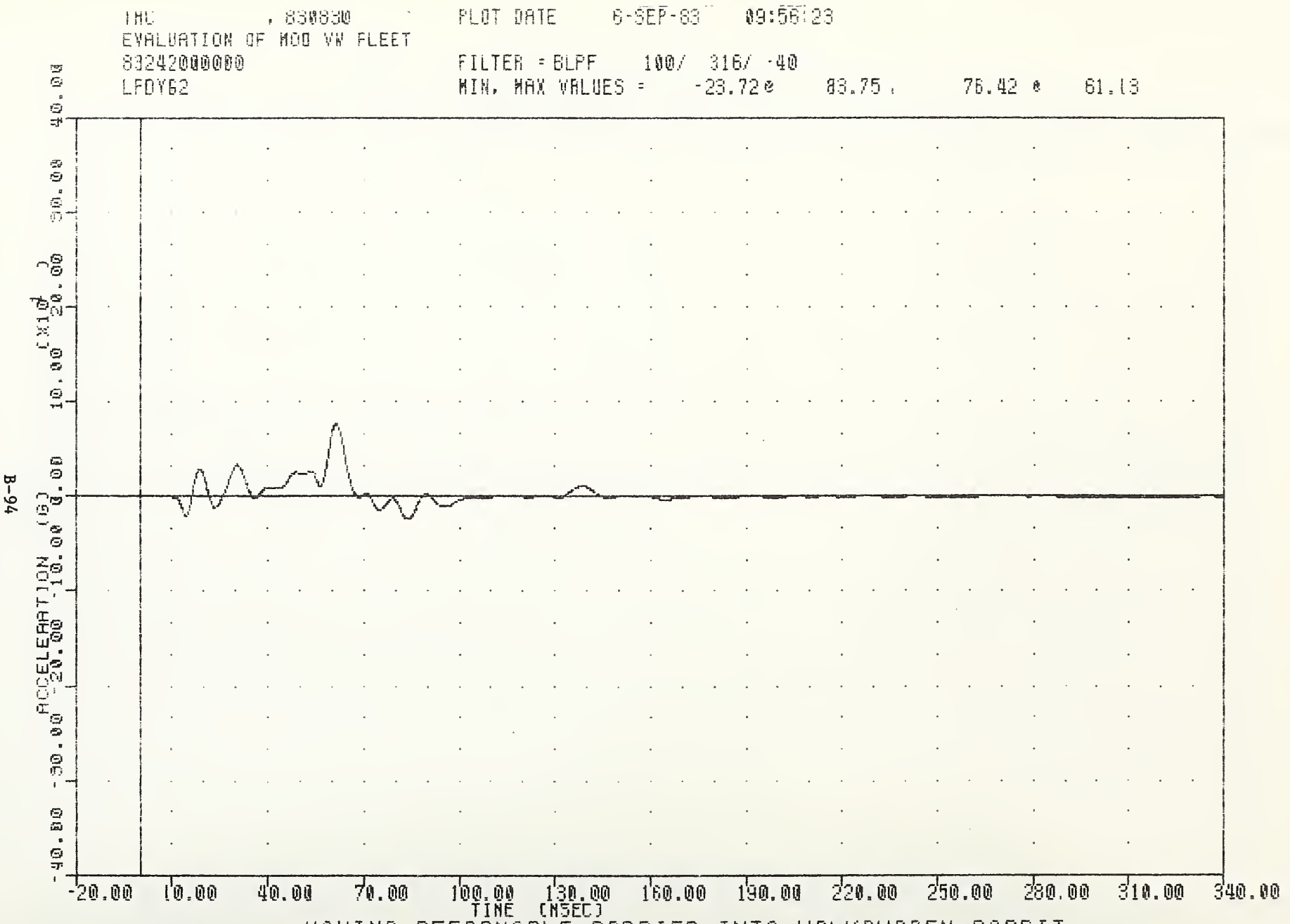
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING LFSYG5



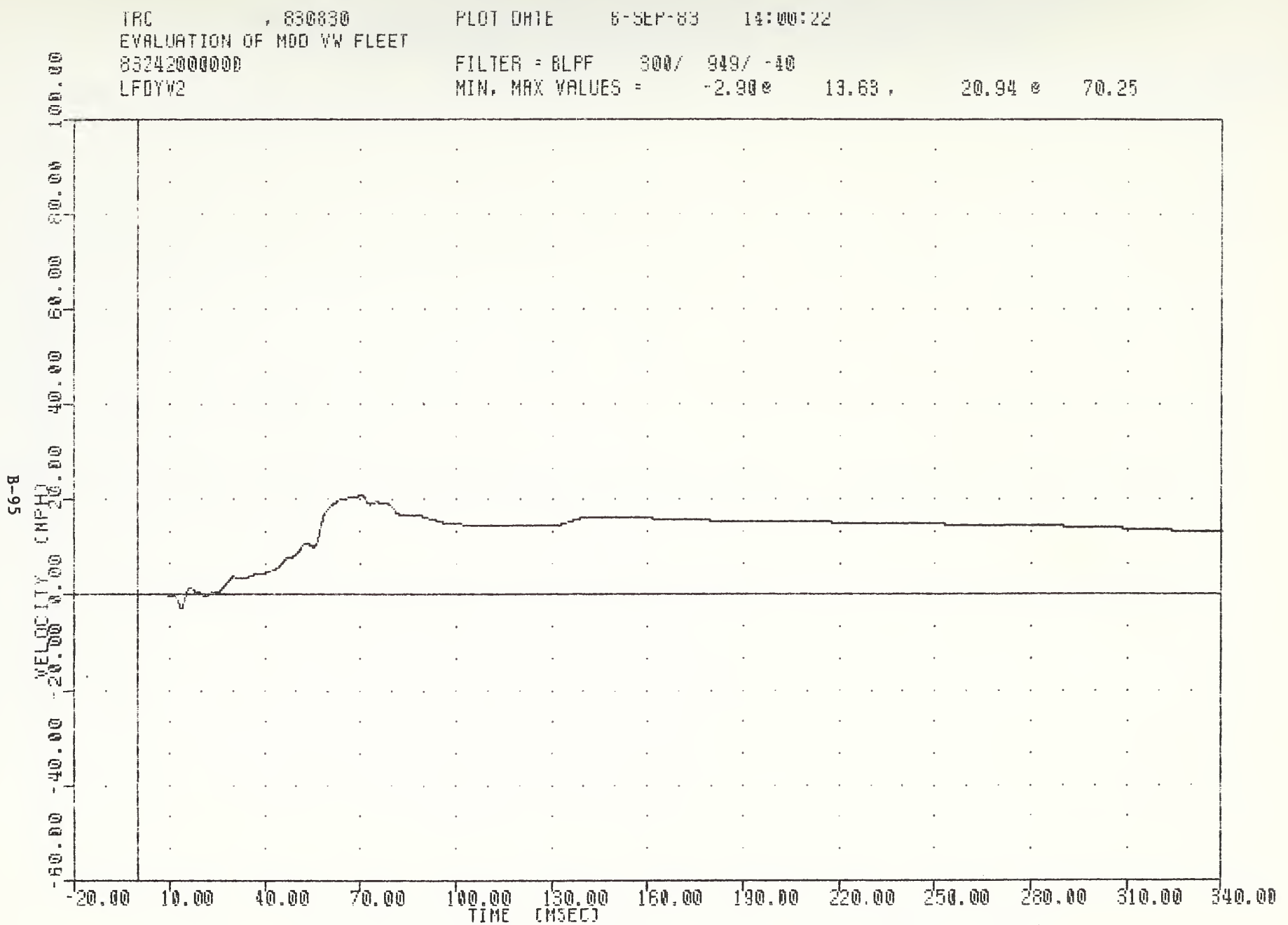
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE LEFT FRONT DOOR (POSITION 6) ACCELERATION Y AXIS



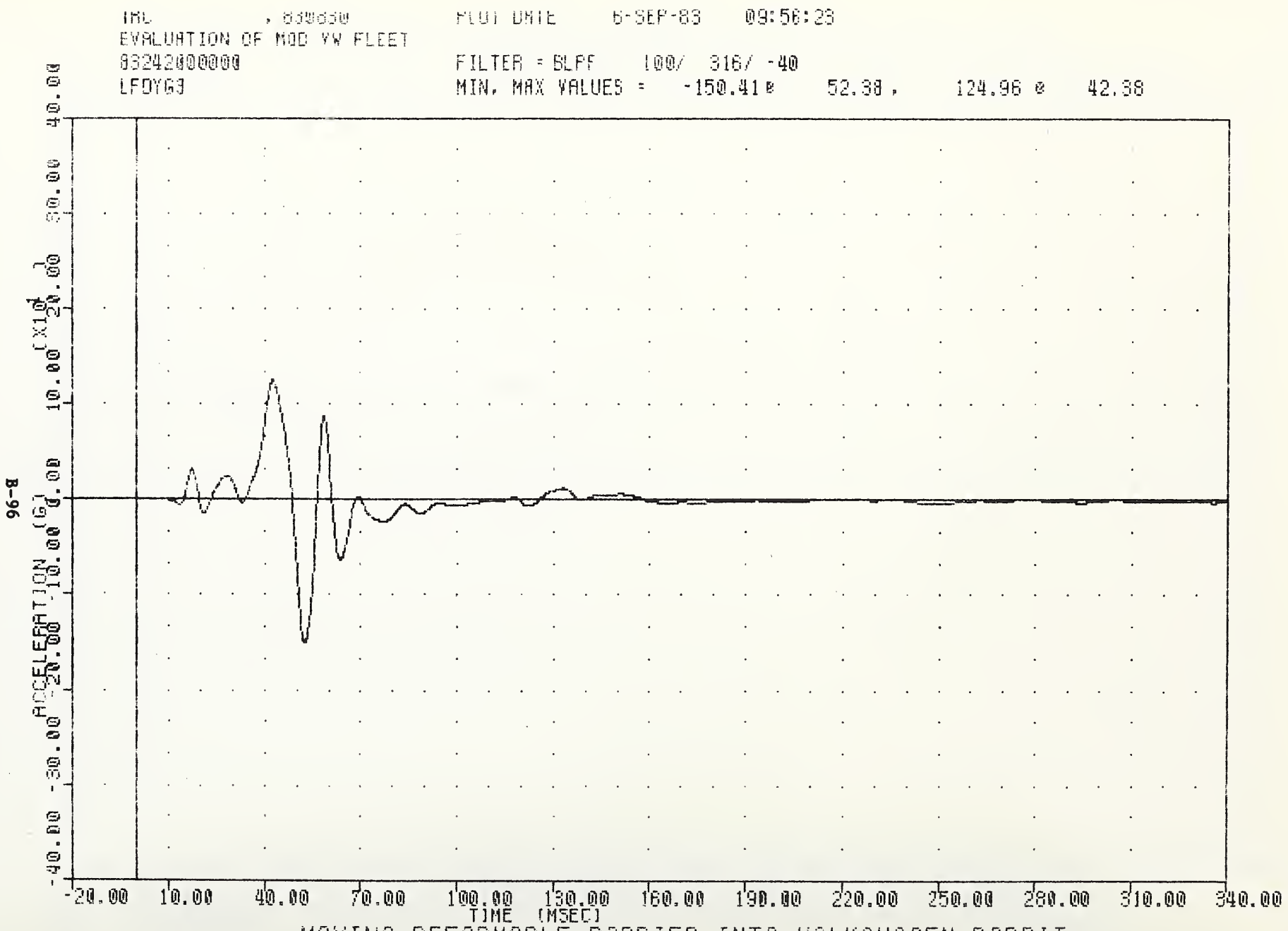
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING LFDYG1



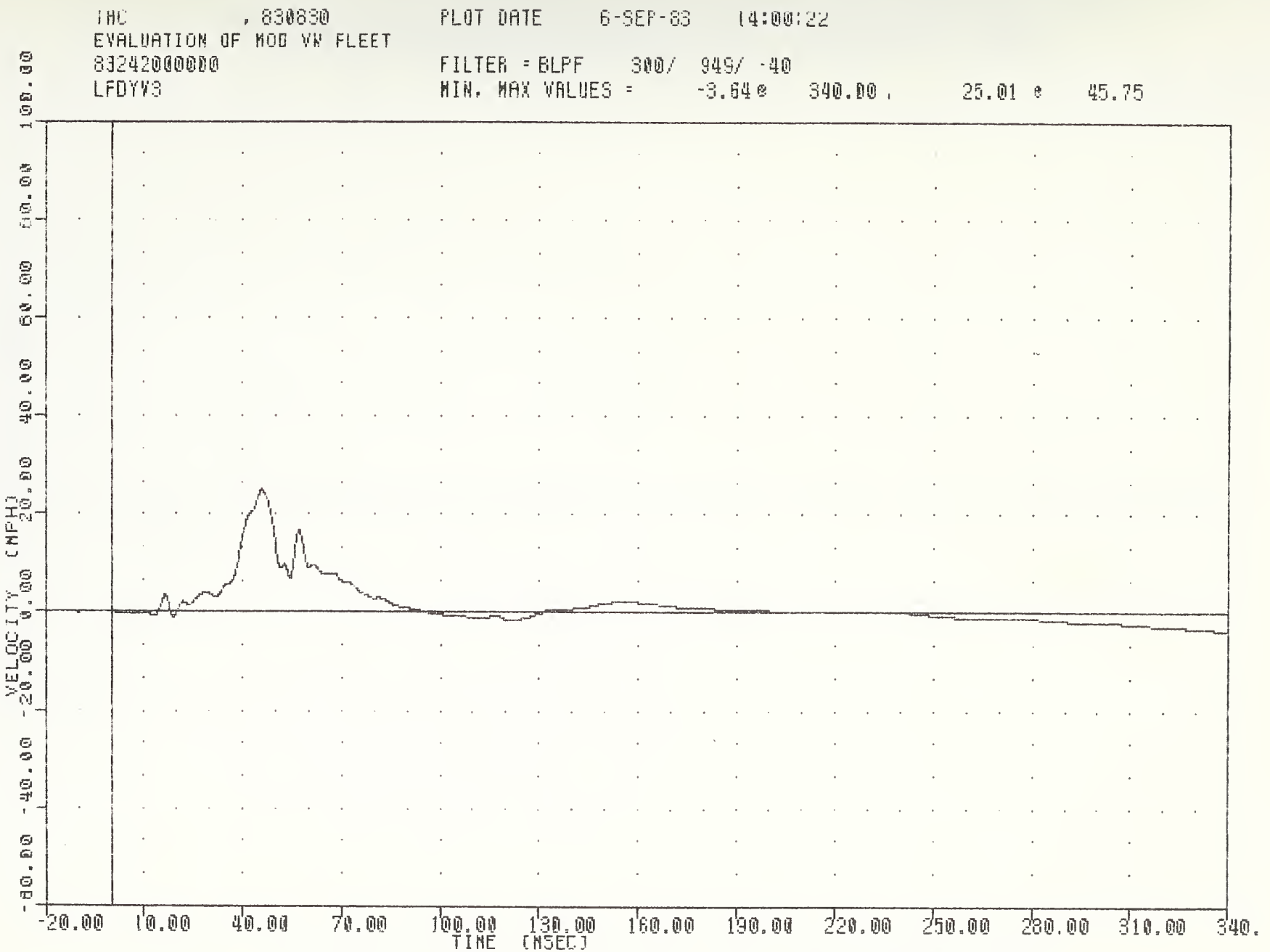
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE LEFT FRONT DOOR (POSITION 8) ACCELERATION Y AXIS



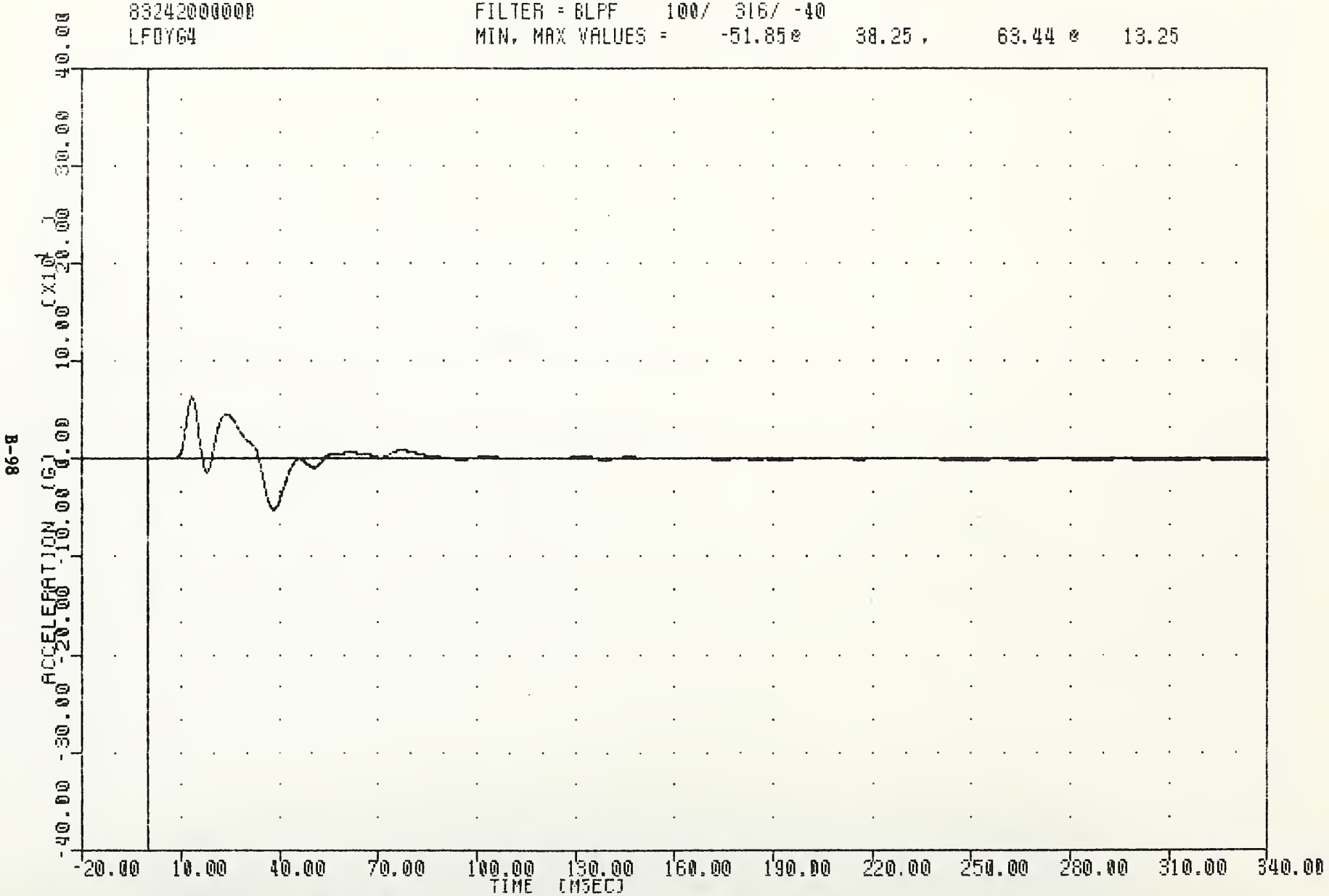
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING LFDYG2



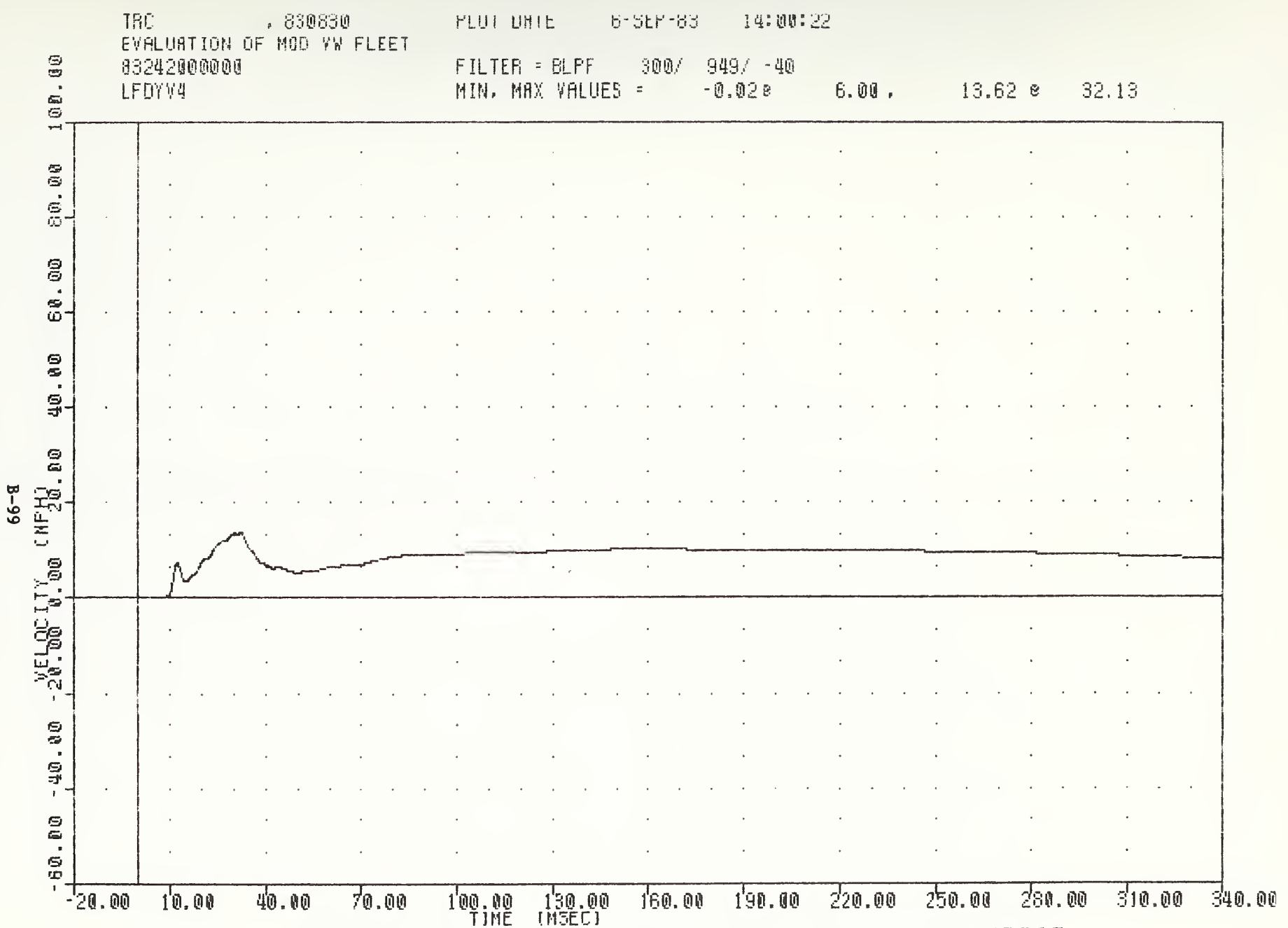
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE LEFT FRONT DOOR (POSITION 9) ACCELERATION Y AXIS



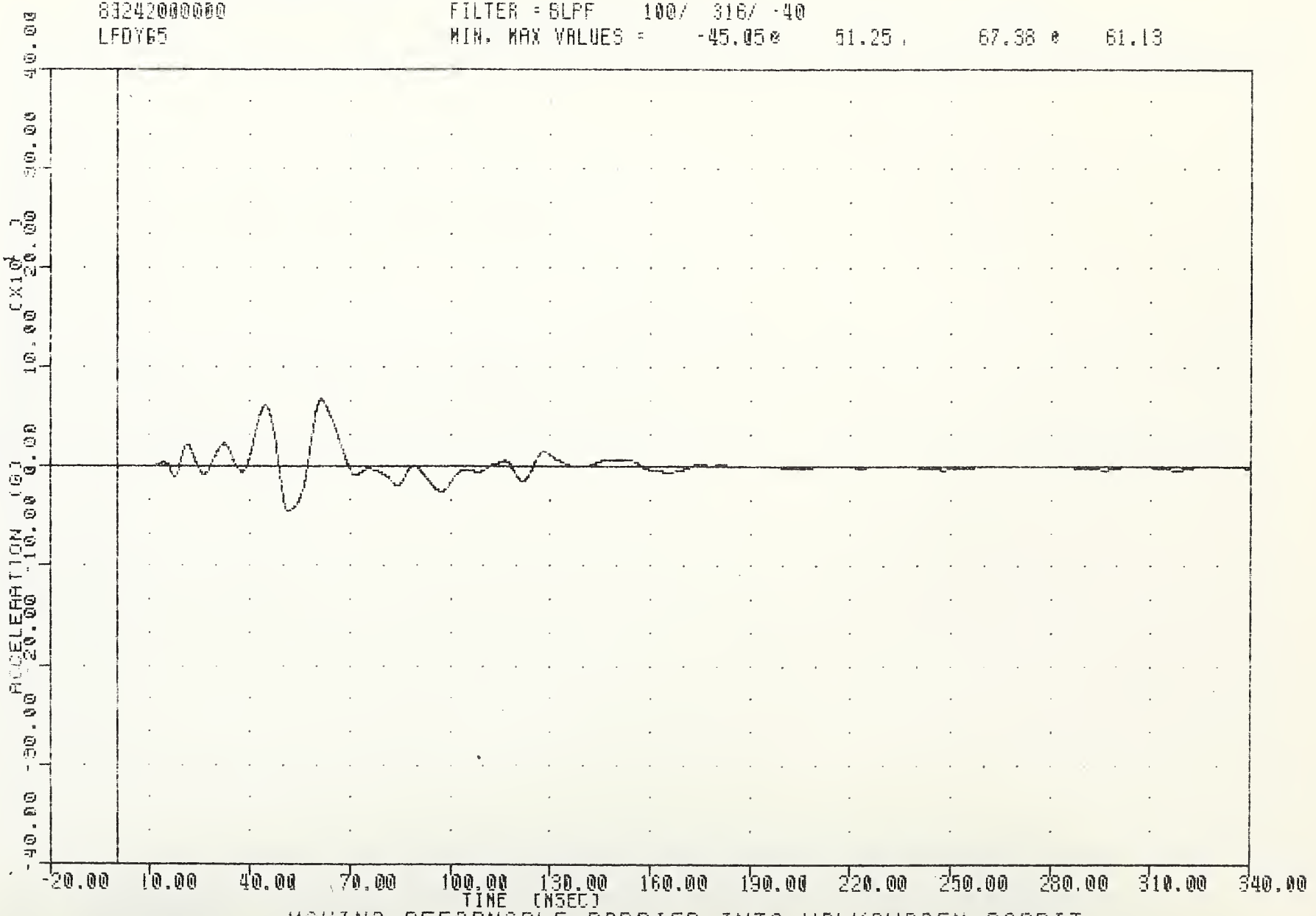
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING LFDYG3



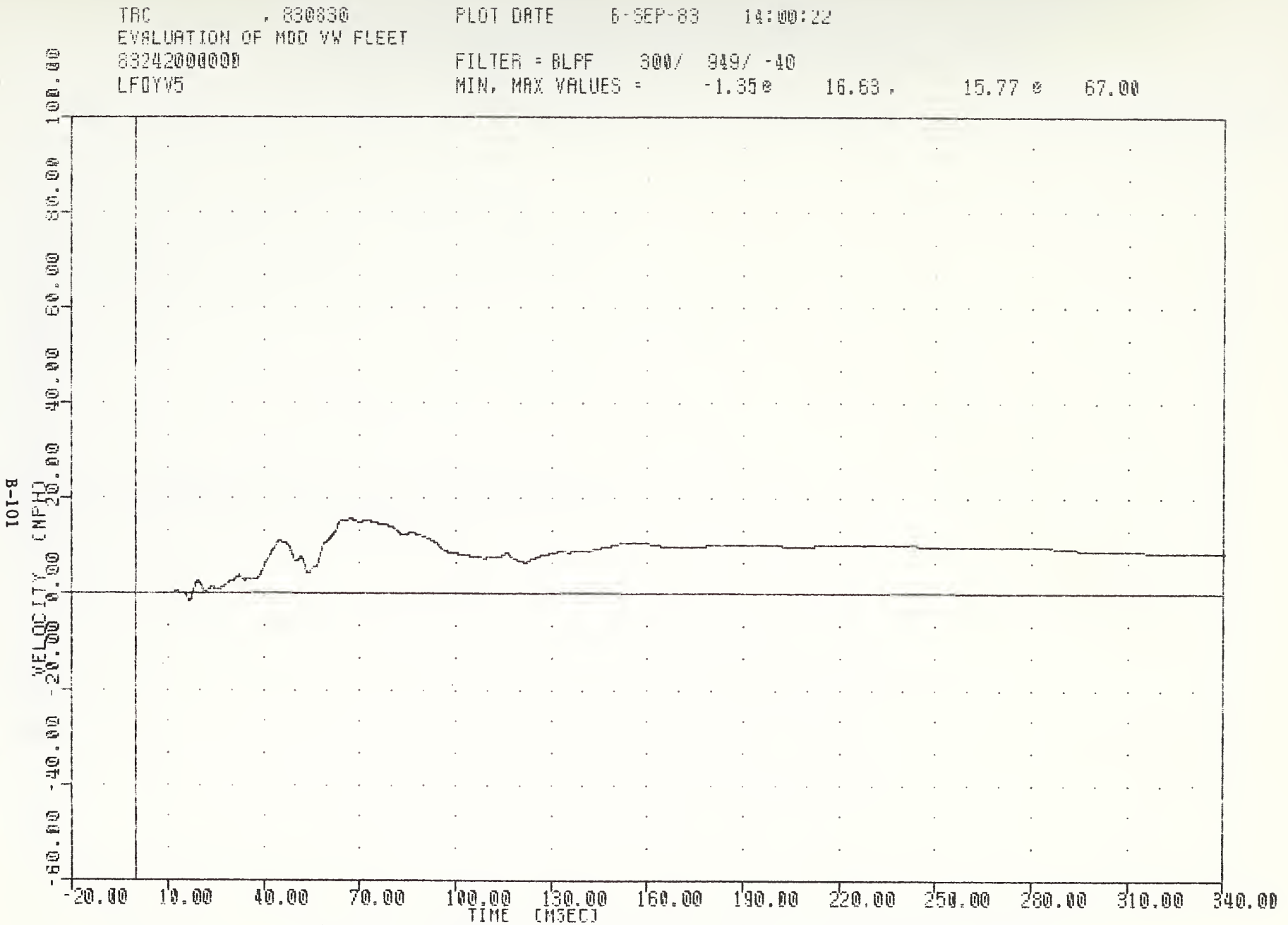
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE LEFT FRONT DOOR (POSITION 10) ACCELERATION Y AXIS



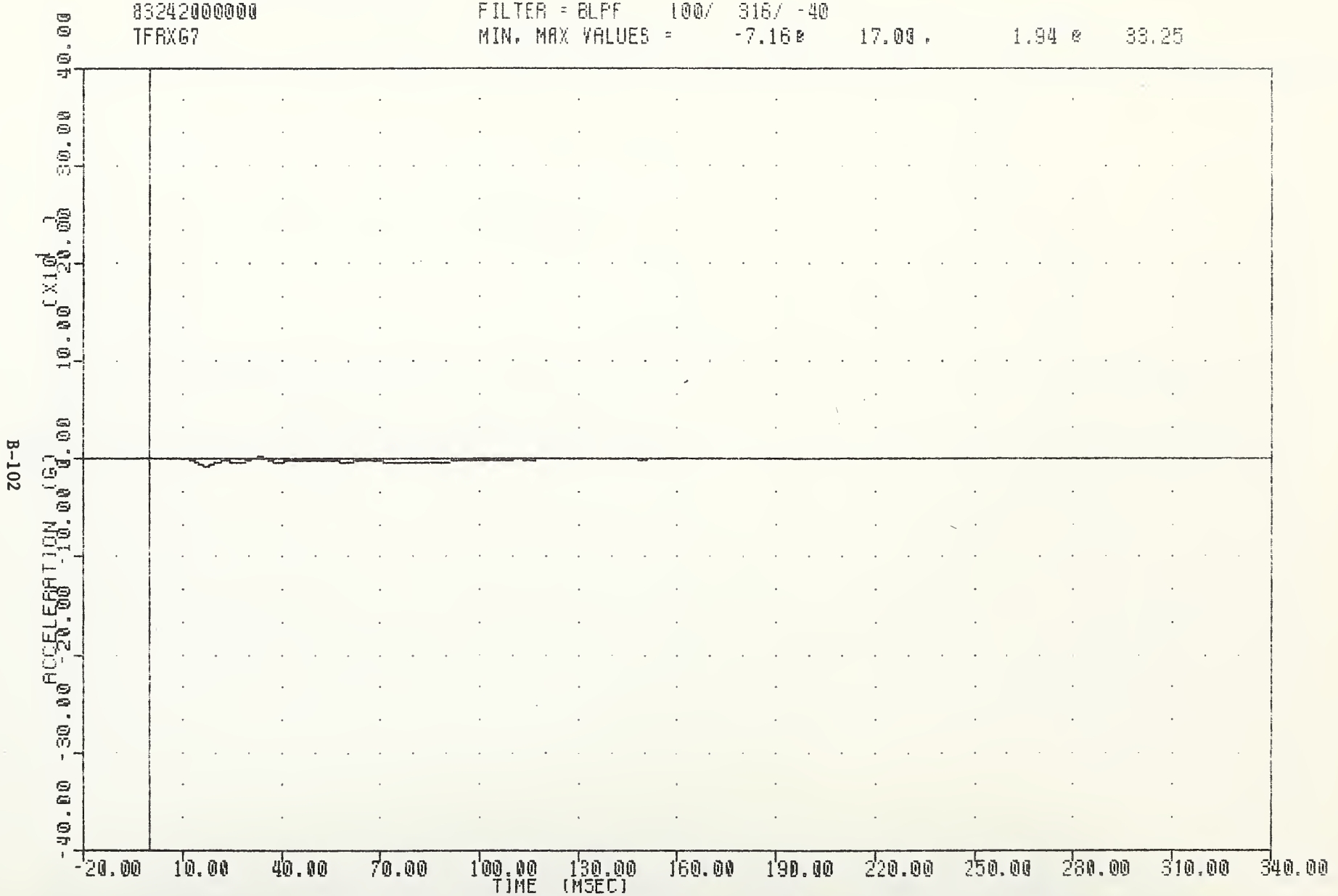
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING LFDYG4



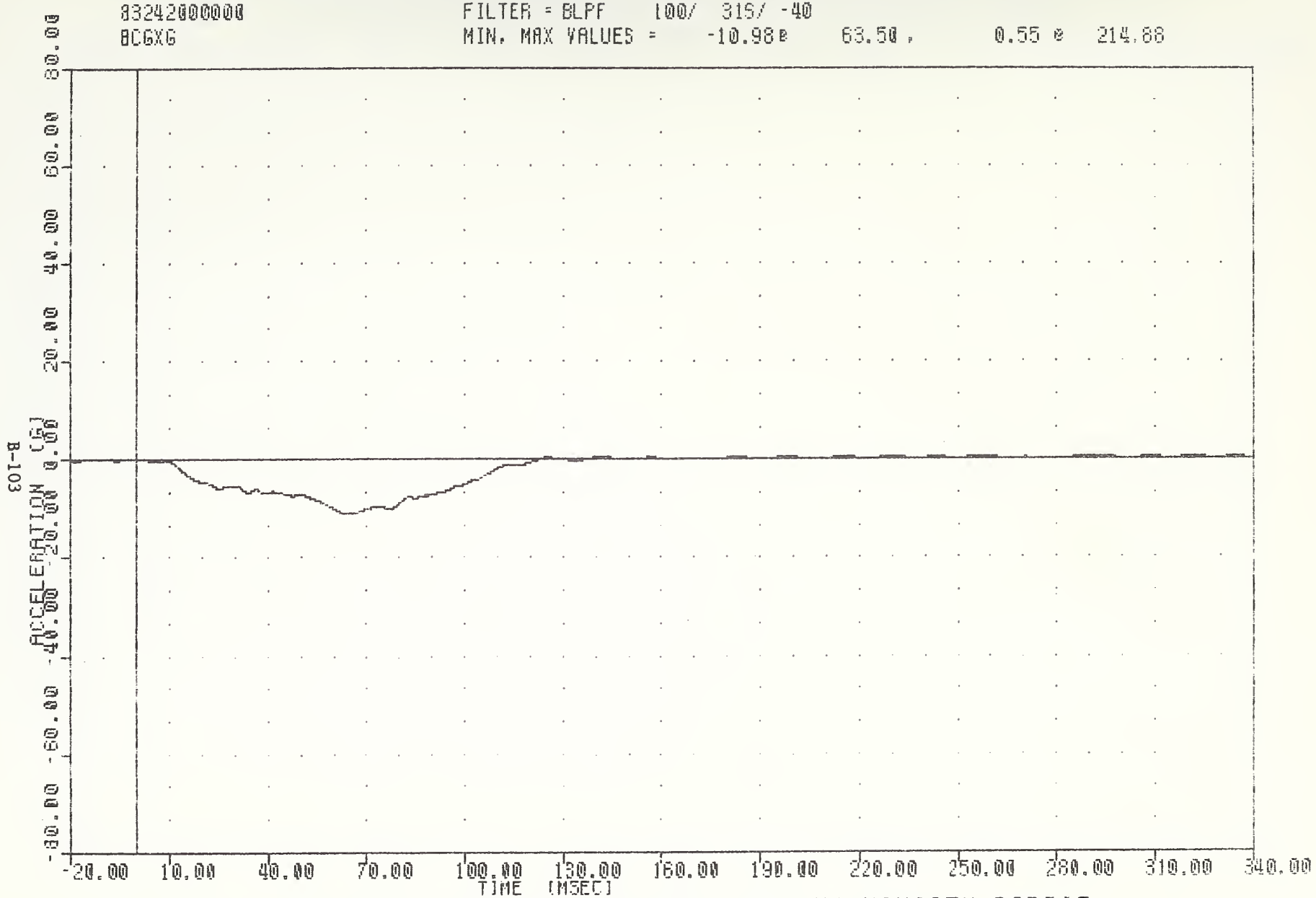
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE LEFT FRONT DOOR (POSITION 11) ACCELERATION Y AXIS



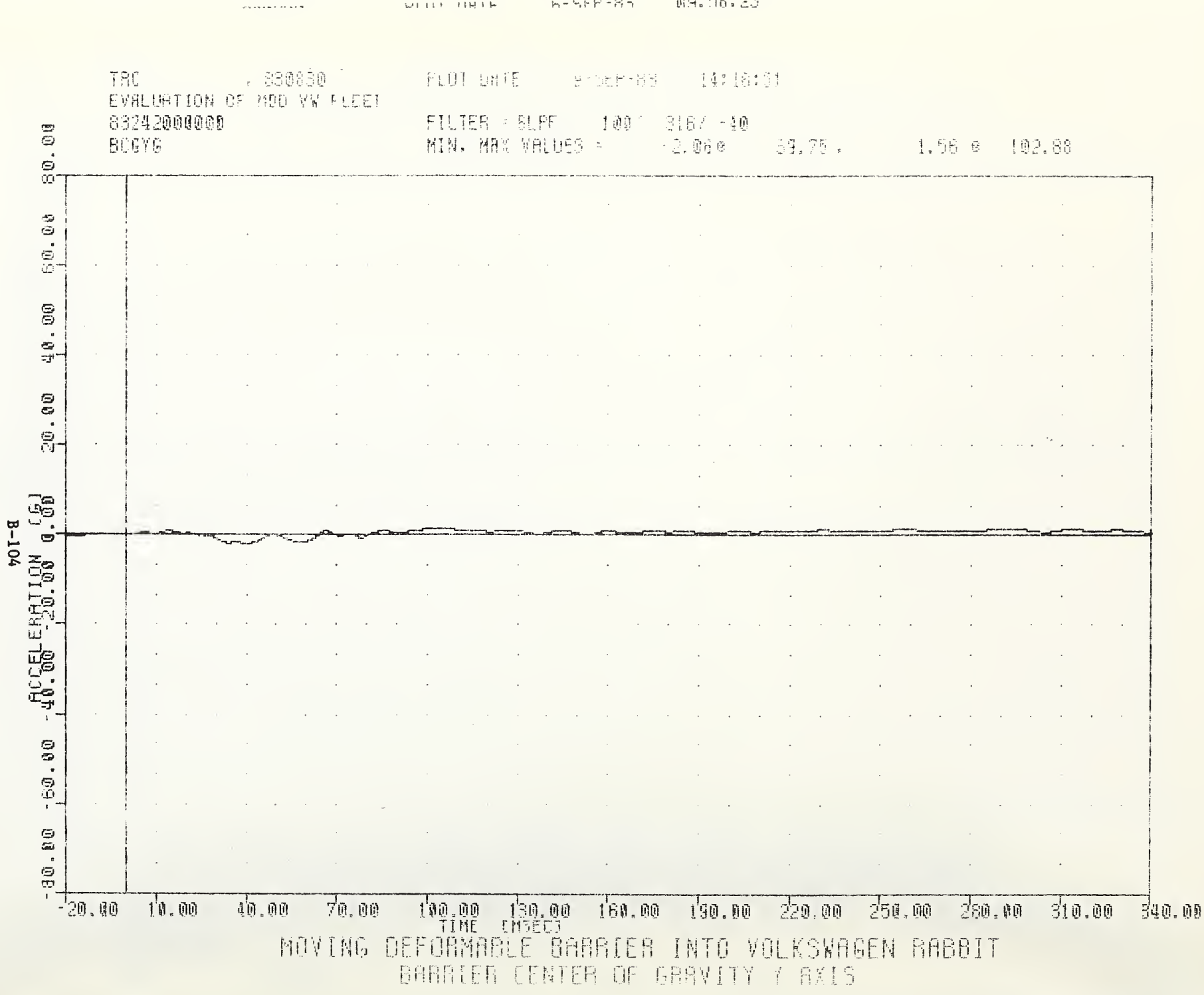
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING LFDYG5

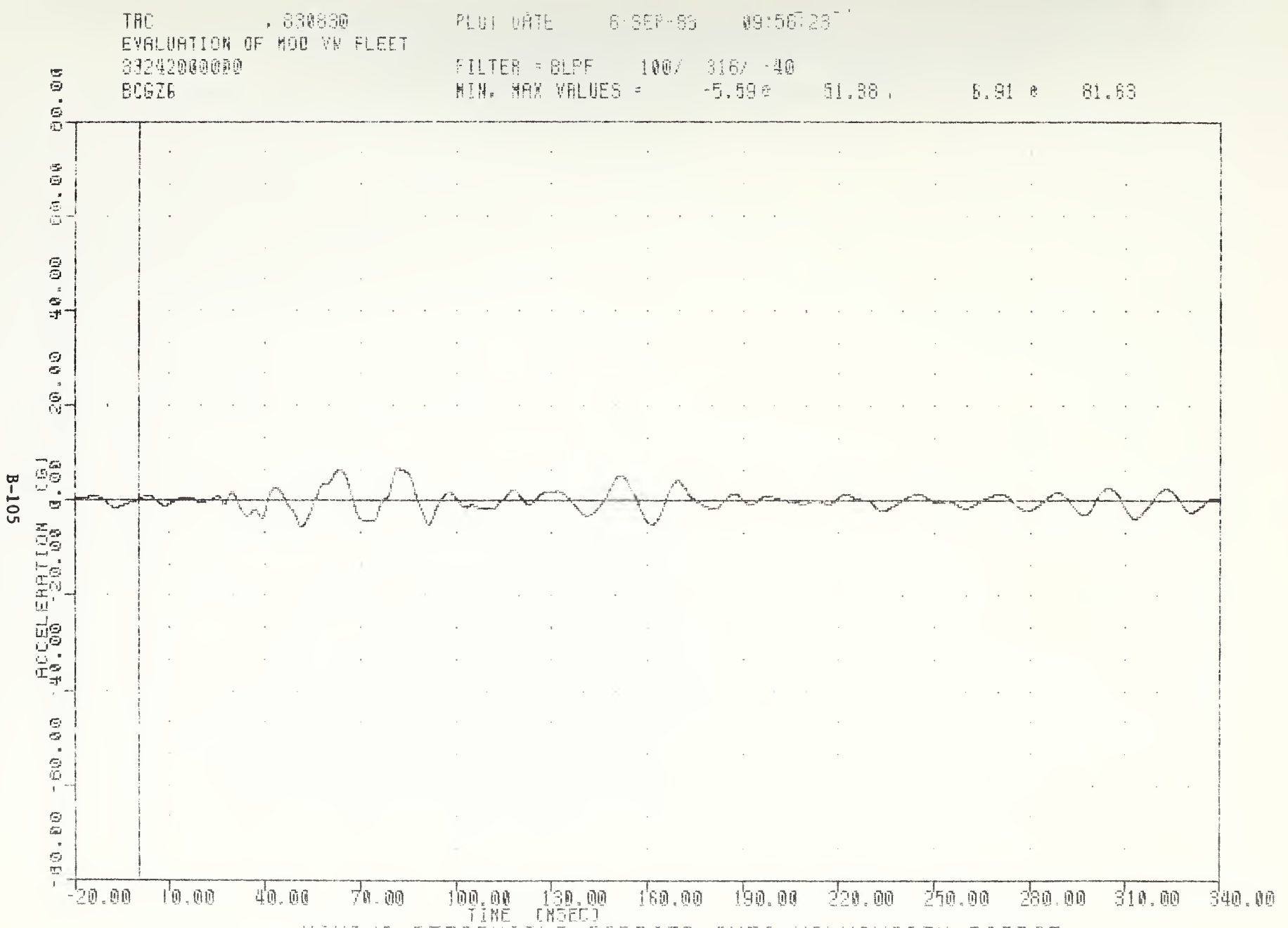


MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
VEHICLE TRUNK FLOOR RIGHT ACCELERATION X AXIS



MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
BARRIER CENTER OF GRAVITY X AXIS

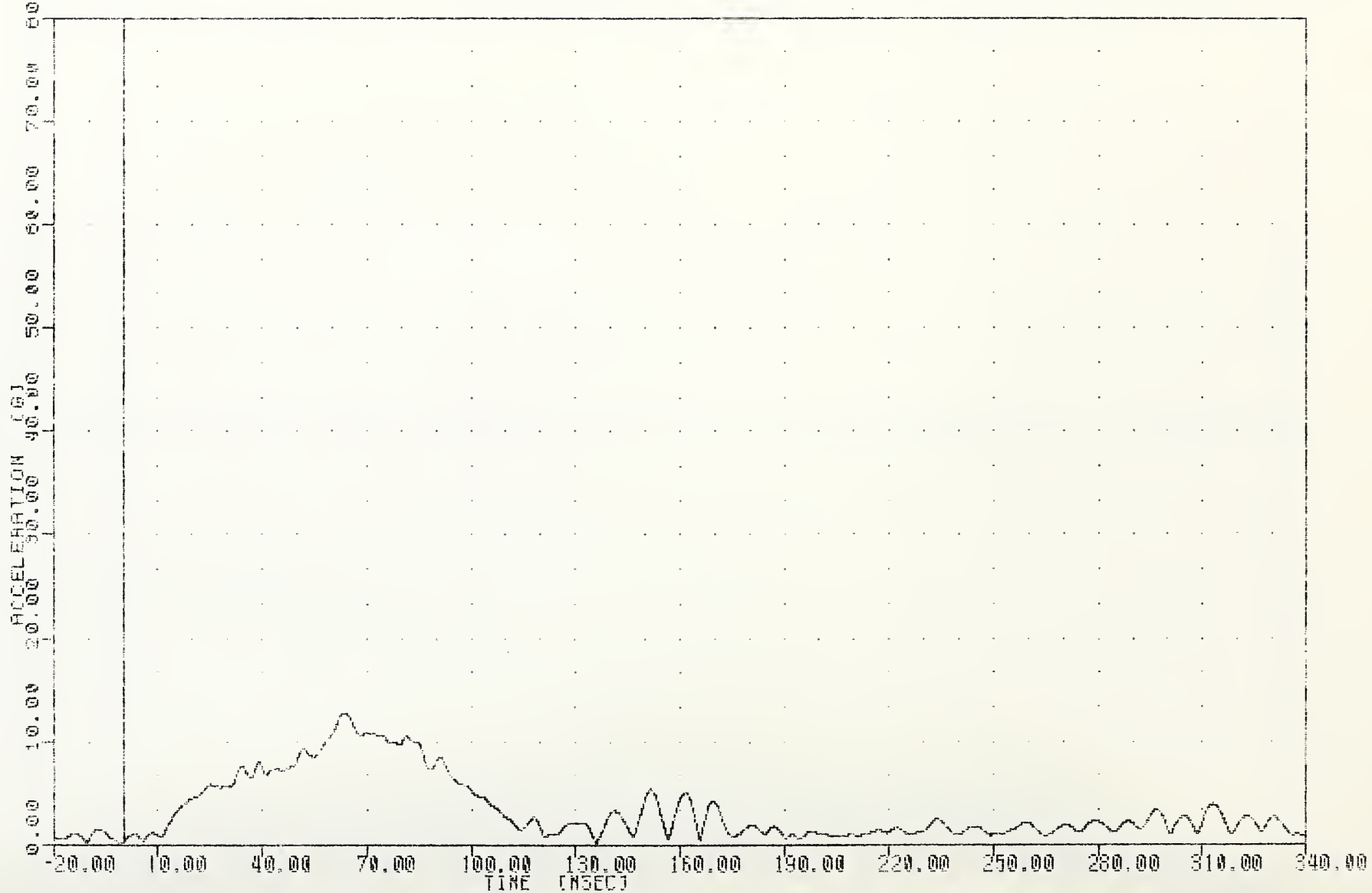

TRC , 830830
EVALUATION OF MOD VW FLEET
83242000000
BCGYG
PLOT DATE 9-SEP-83 14:18:01
FILTER - SAE 100 CFC -60
MIN. MAX VALUES - -2.06 @ 89.75 , 1.56 @ 102.88
ACCELERATION [G]
80.00
60.00
40.00
20.00
0.00
-20.00
-40.00
-60.00
-80.00
-20.00
10.00
40.00
70.00
100.00
130.00
160.00
190.00
220.00
250.00
280.00
310.00
340.00
TIME [MSEC]
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
BARRIER CENTER OF GRAVITY / AXIS


TRC , 830830
EVALUATION OF MOD VW FLEET
83242000000
BCGZ6
PLOT DATE 6-SEP-83 09:56:28
FILTER = BLPF 100/ 316/ -40
MIN, MAX VALUES = -5.59@ 51.38, 5.81 @ 81.63
ACCELERATION (G)
80.00
60.00
40.00
20.00
0.000
-20.00
-40.00
-60.00
-80.00
-20.00
10.00
40.00
70.00
100.00
130.00
160.00
190.00
220.00
250.00
280.00
310.00
340.00
TIME (MSEC)
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
BARRIER CENTER OF GRAVITY Z AXIS

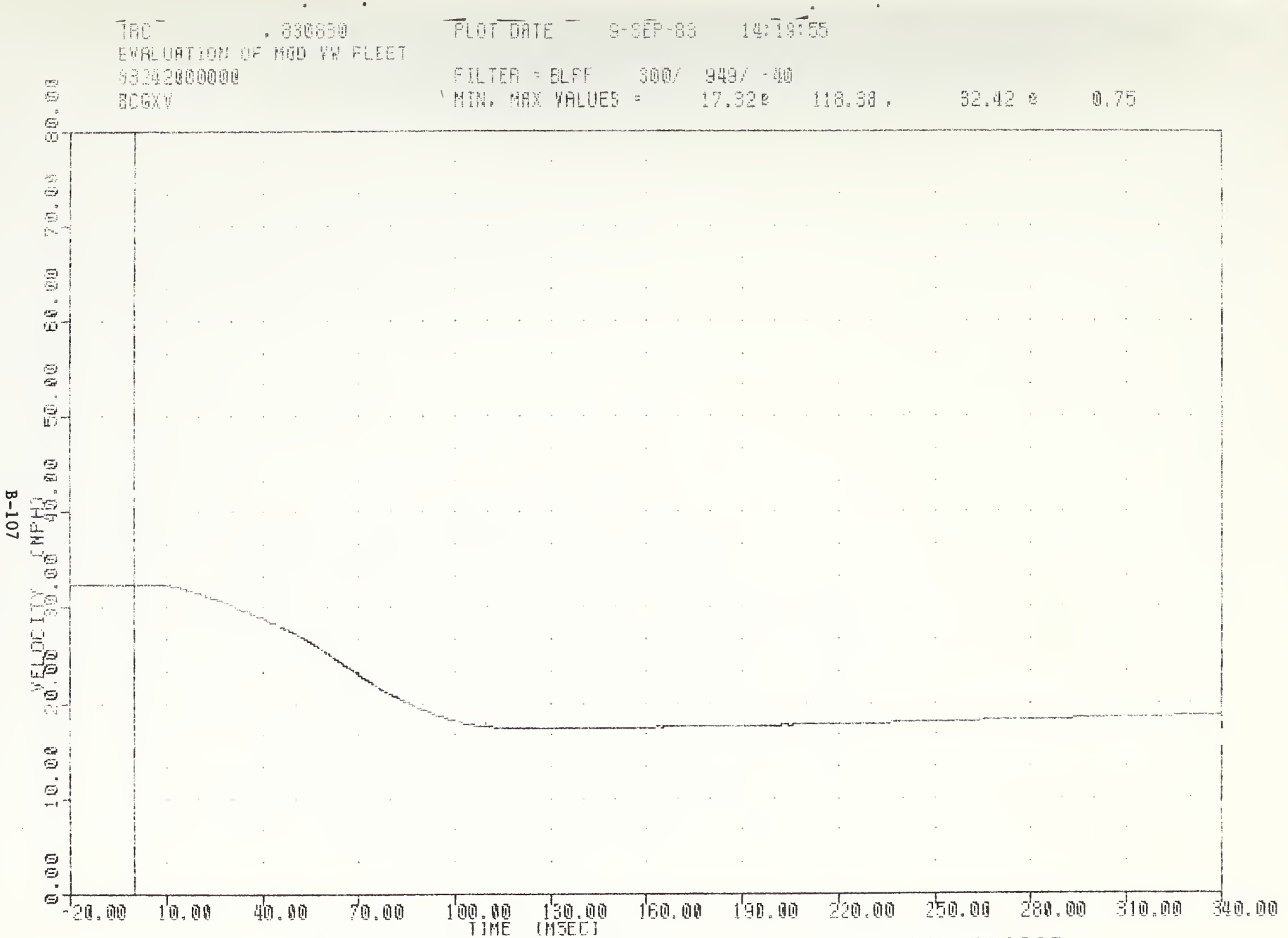
PLOT DATE 6-SEP-88 10:56:56

EVALUATION OF MOD VW FLEET
81242000000
BCGR6

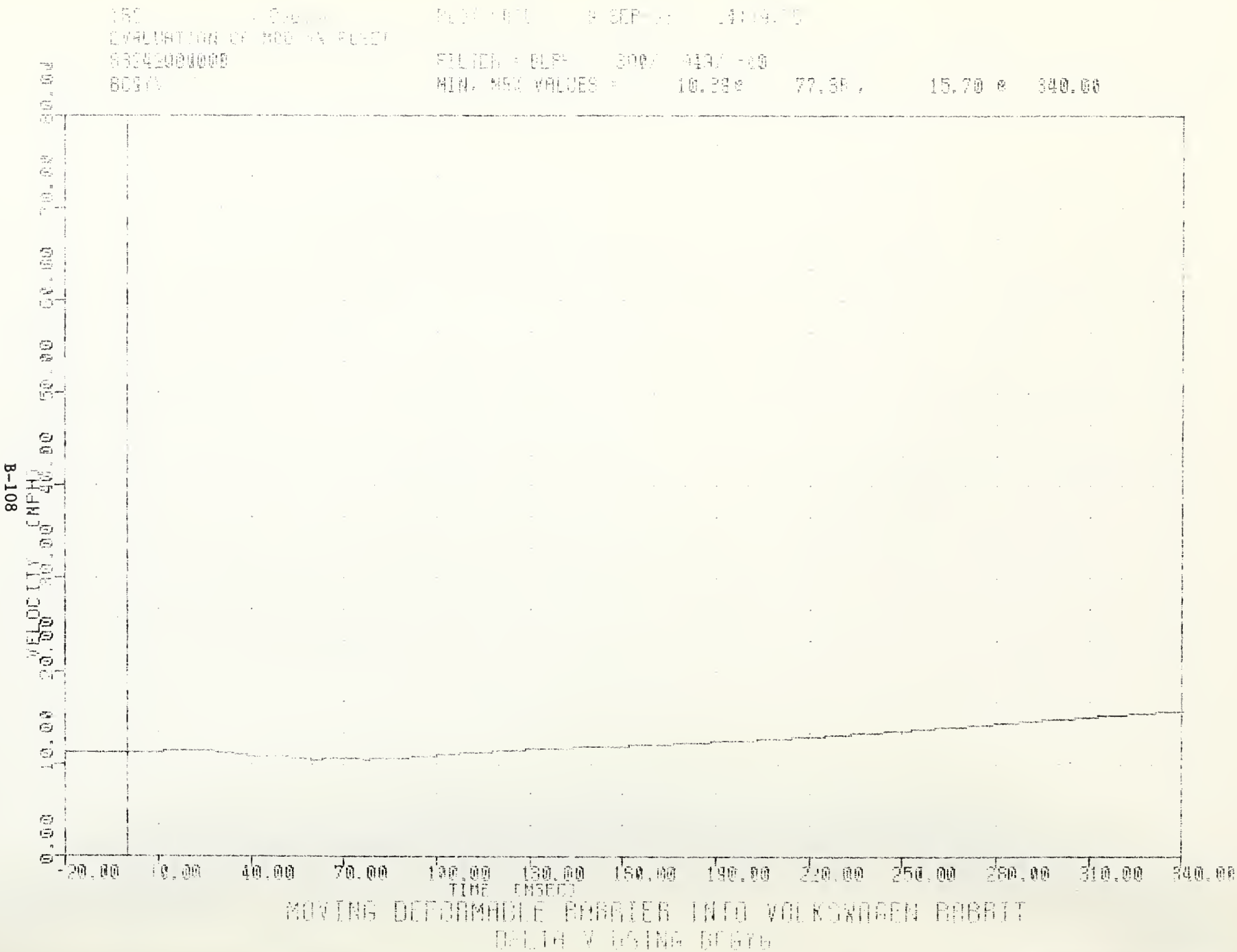
FILTER = BLPF 100/ 316/ -40
MIN, MAX VALUES = @.12@ -0.50 , 12.73 @ 63.38

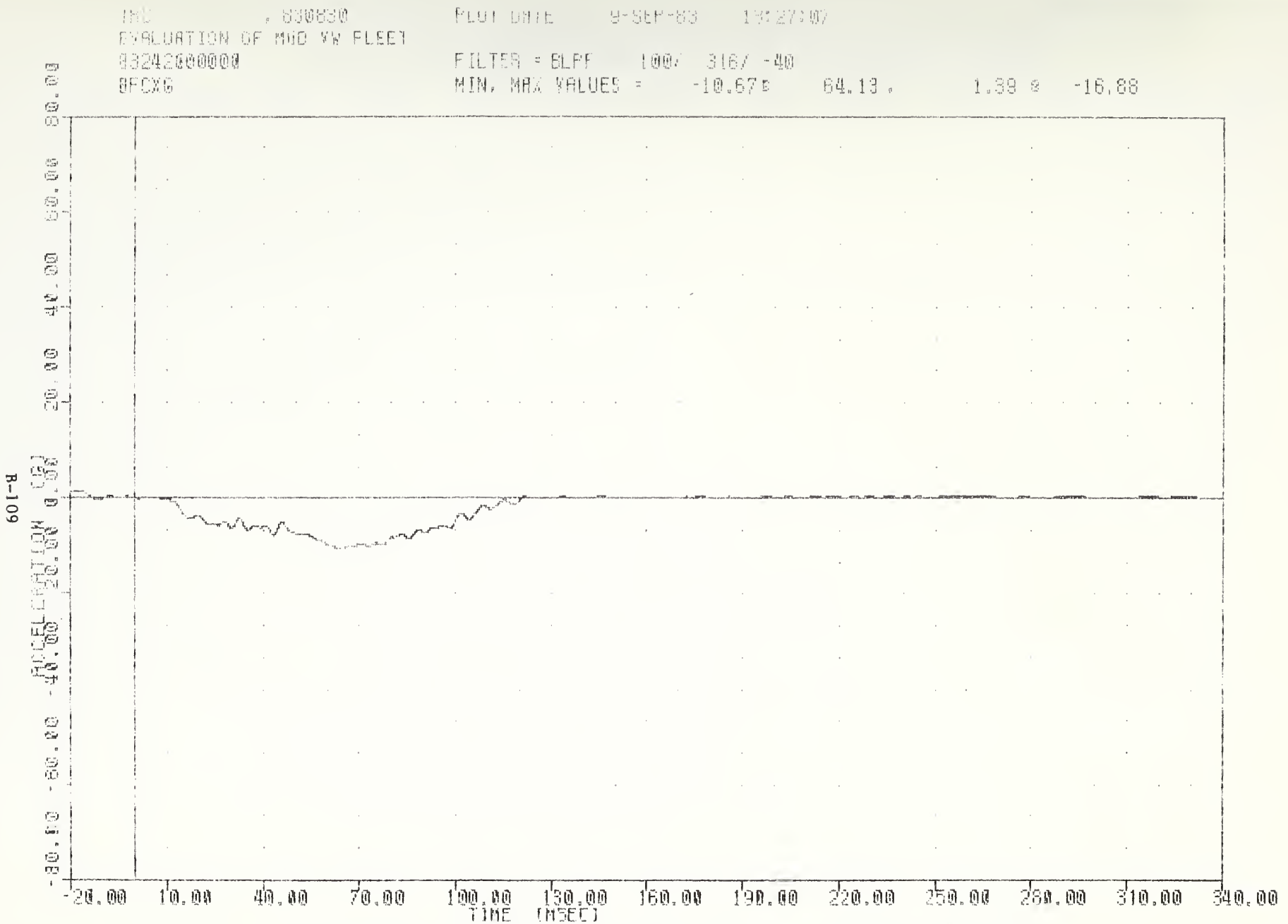


MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
BARRIER CG RESULTANT

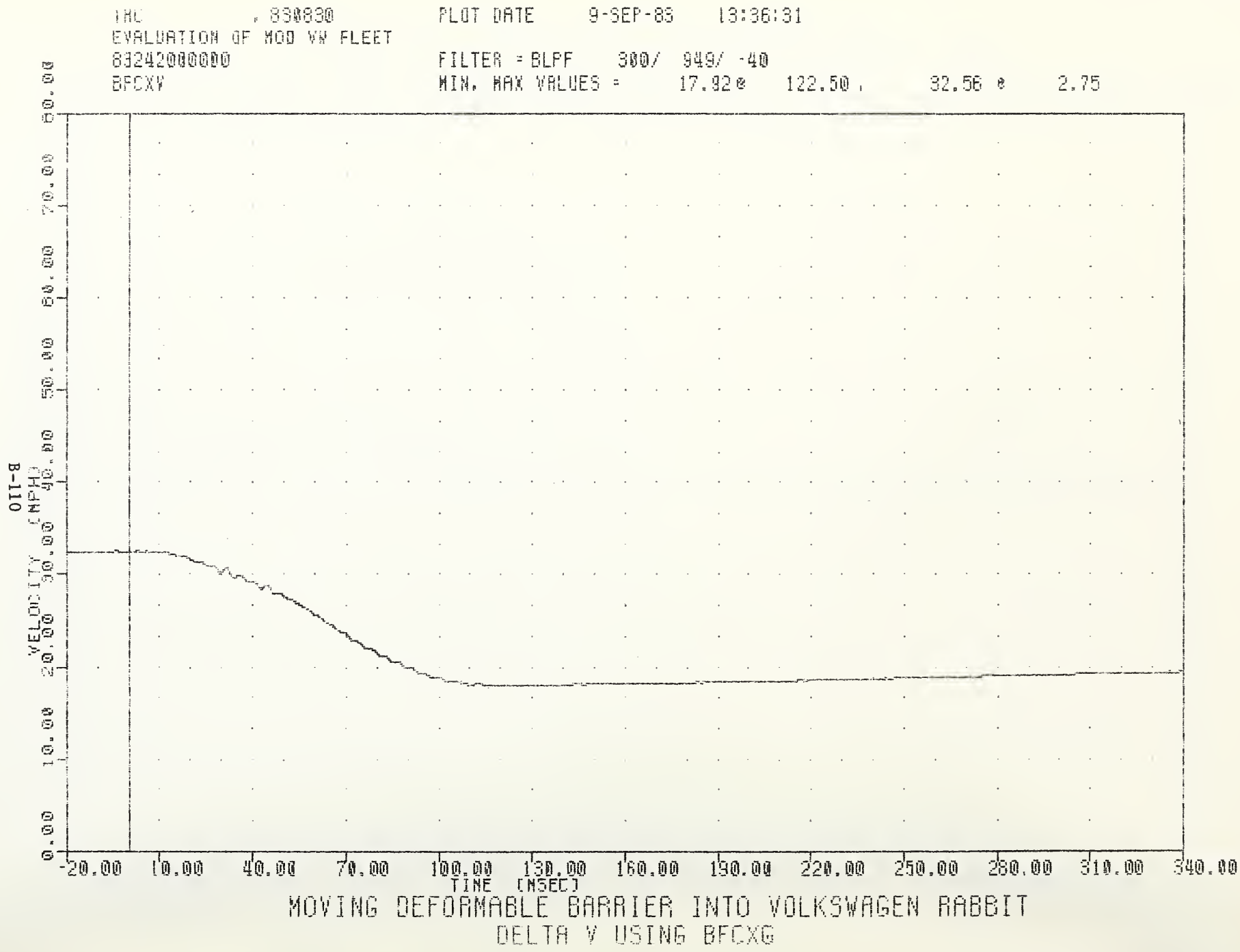


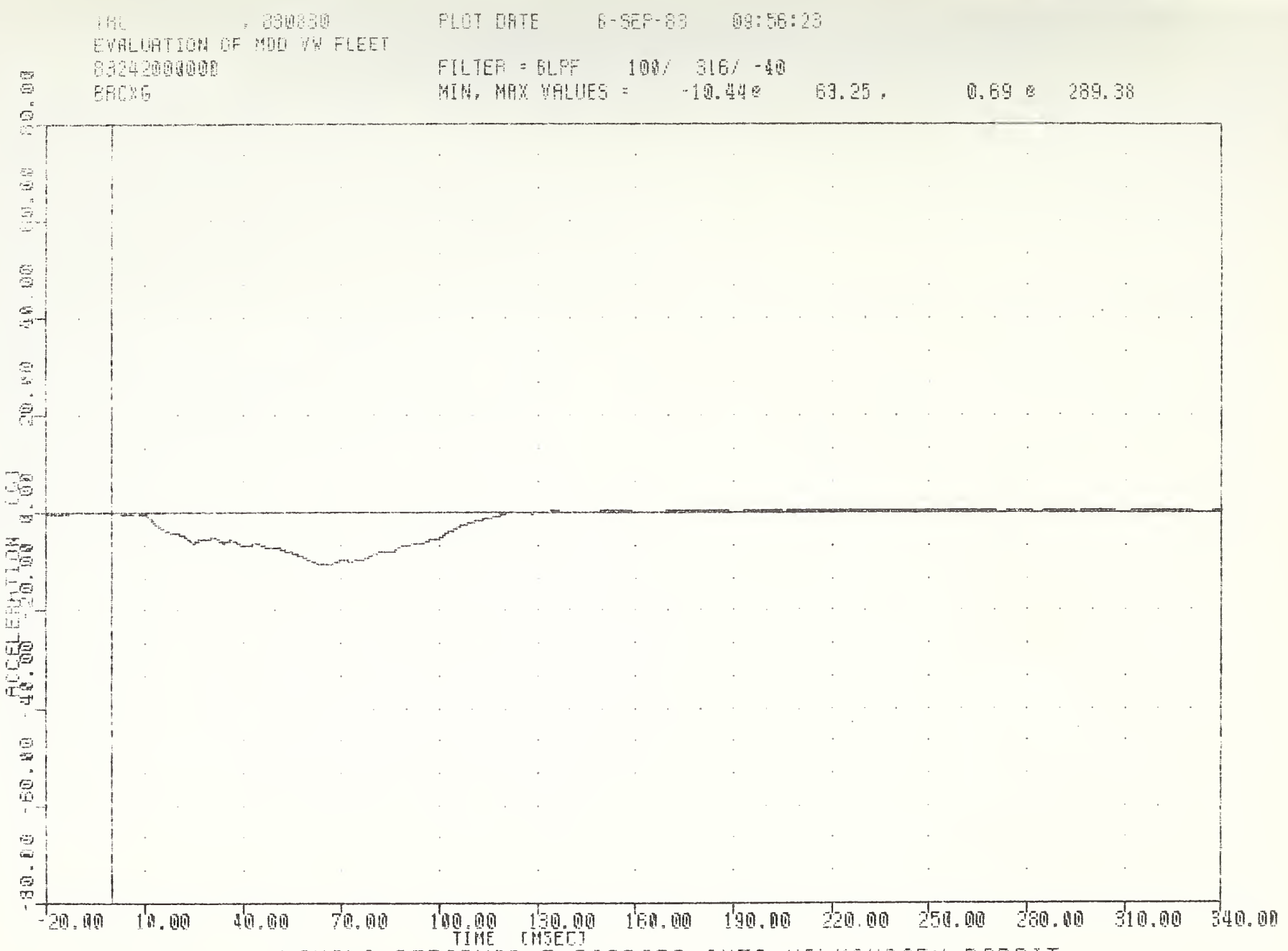
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING BCGXG


EVALUATION OF MDB VS FLEET
68C42008009
6CG/S
MIN. HIC VALUES = 10.28 @ 77.35 , 15.70 @ 340.00
VELOCITY (MPH)
0.00
10.00
20.00
30.00
40.00
50.00
60.00
70.00
80.00
-20.00
0.00
40.00
70.00
100.00
130.00
160.00
190.00
220.00
250.00
280.00
310.00
340.00
TIME (MSEC)
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V (MPH) BASED



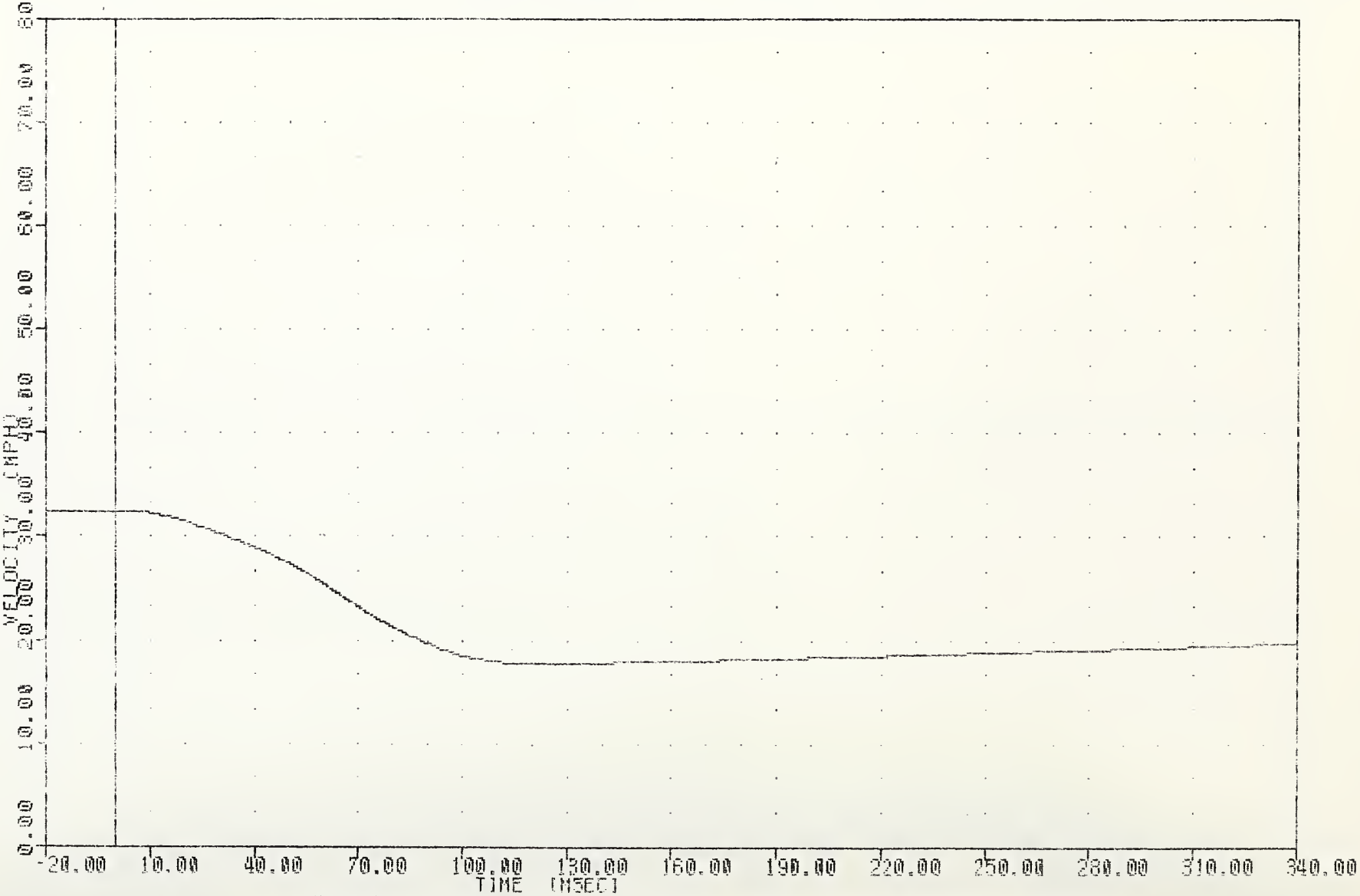
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
BARRIER FRONT CROSSMEMBER ACCELERATION X AXIS


TAC , 830830
EVALUATION OF MOD VW FLEET
83242000000
BFCXV
PLOT DATE 9-SEP-83 13:36:31
FILTER = BLPF 300/ 949/ -40
MIN, MAX VALUES = 17.82 @ 122.50 , 32.56 @ 2.75
VELOCITY (MPH)
0.00
10.00
20.00
30.00
40.00
50.00
60.00
70.00
80.00
-20.00
10.00
40.00
70.00
100.00
130.00
160.00
190.00
220.00
250.00
280.00
310.00
340.00
TIME (MSEC)
MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING BFCXG



MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
BARRIER REAR CROSSMEMBER ACCELERATION X AXIS

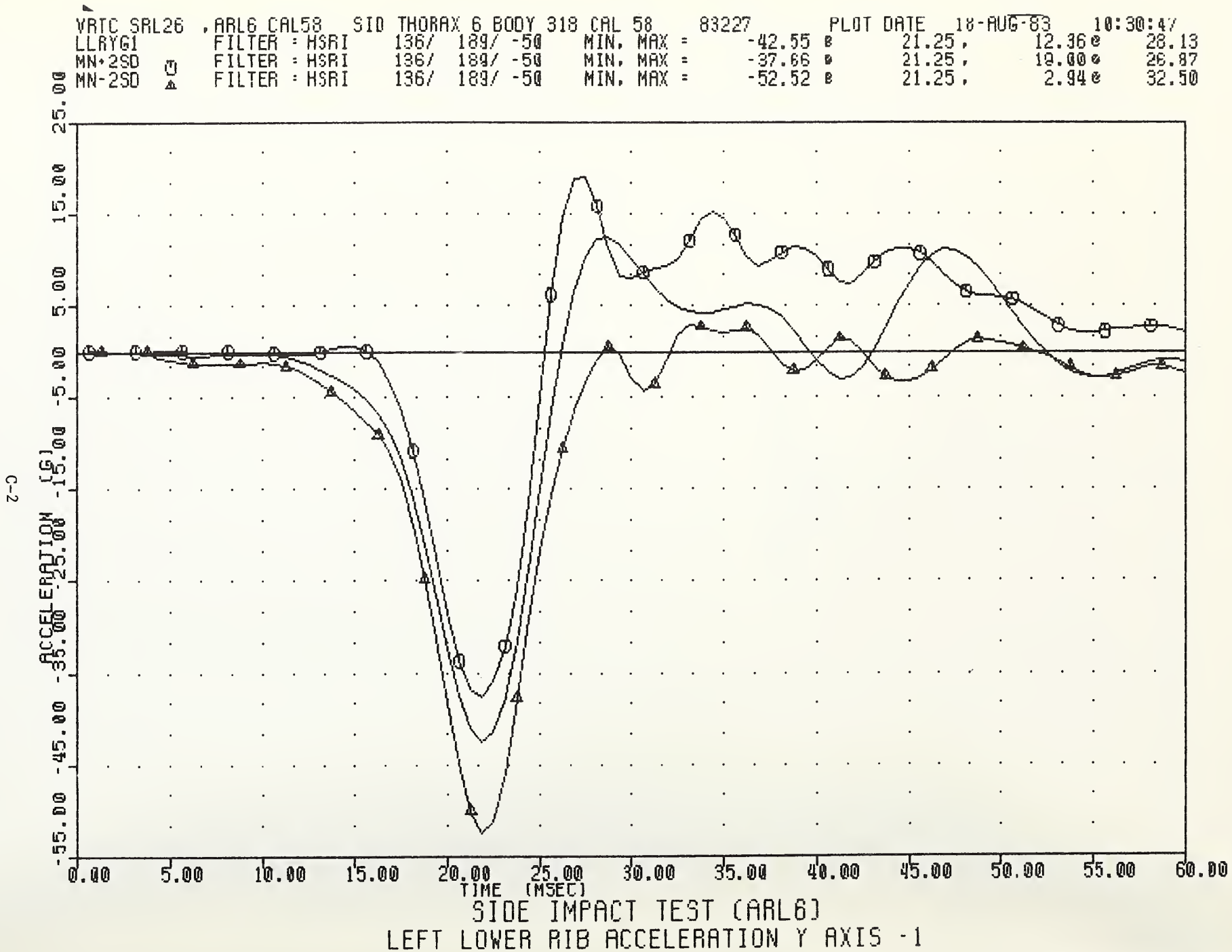
TRC , 830630 PLOT DATE 9-SEP-83 14:19:55
EVALUATION OF MOD VW FLEET
83242@@@@@@ FILTER = BLPF 300/ 949/ -40
BRCXV MIN, MAX VALUES = 17.76@ 117.75 , 32.40 @ -20.00



MOVING DEFORMABLE BARRIER INTO VOLKSWAGEN RABBIT
DELTA V USING BRCXG

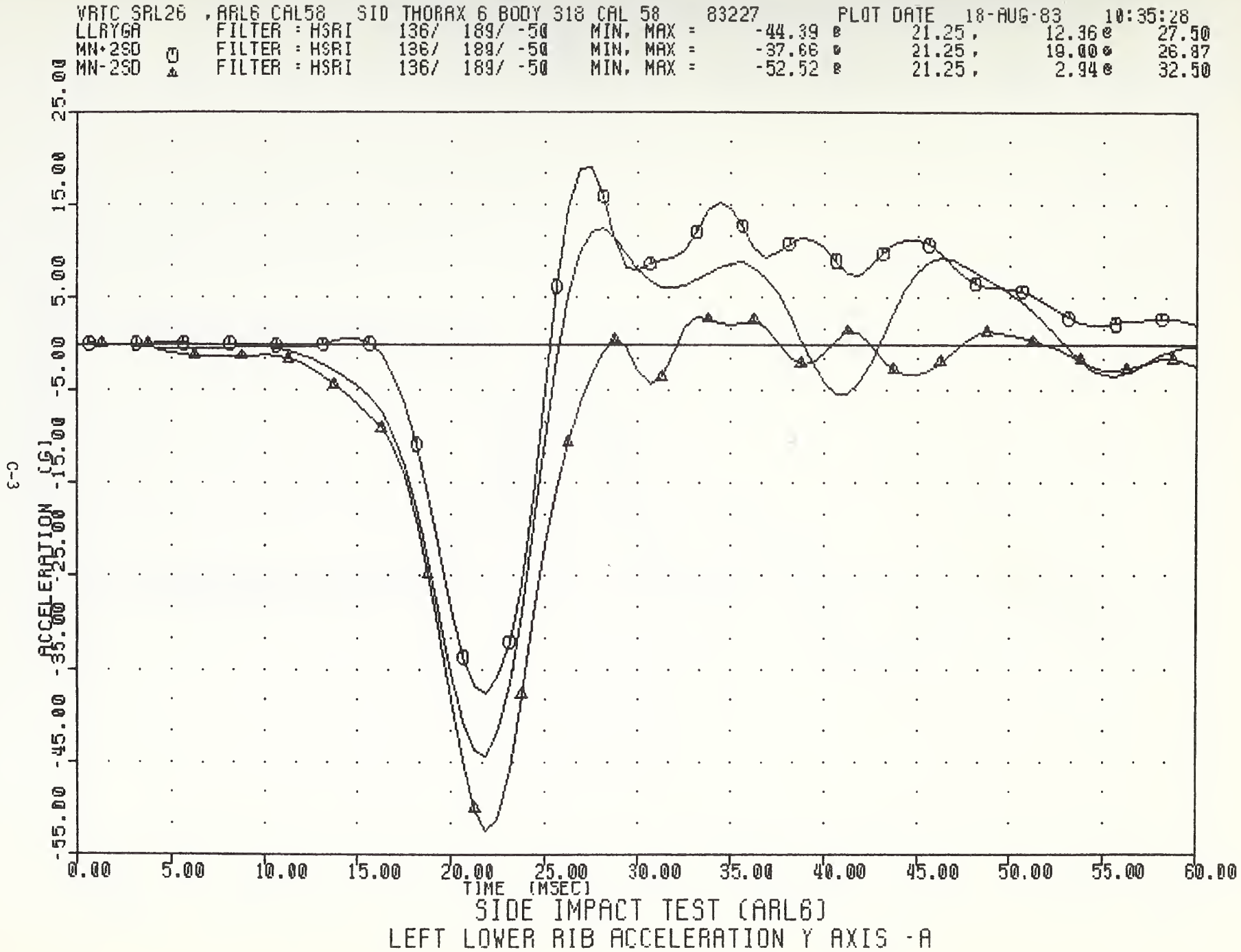
APPENDIX C

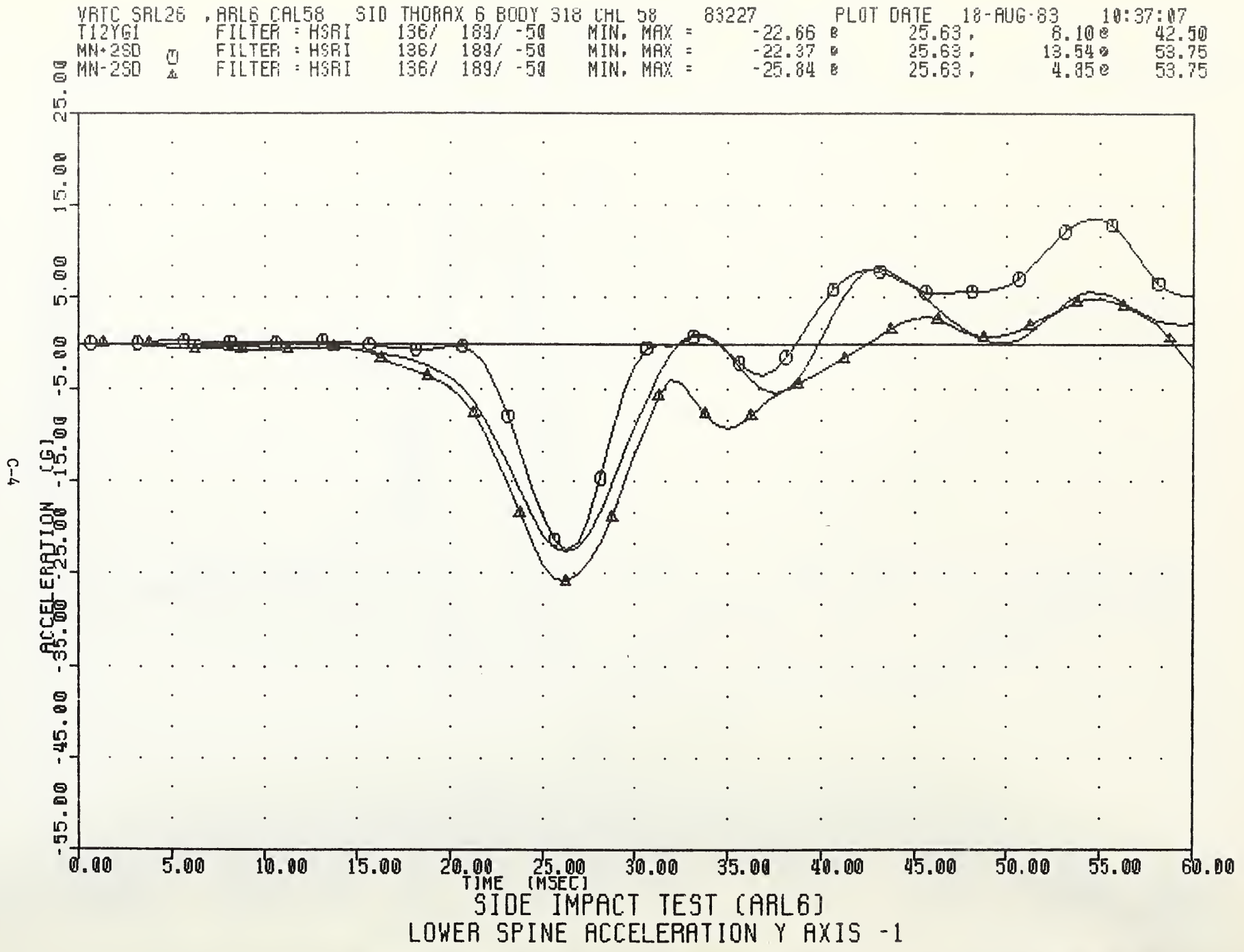
DUMMY CERTIFICATION

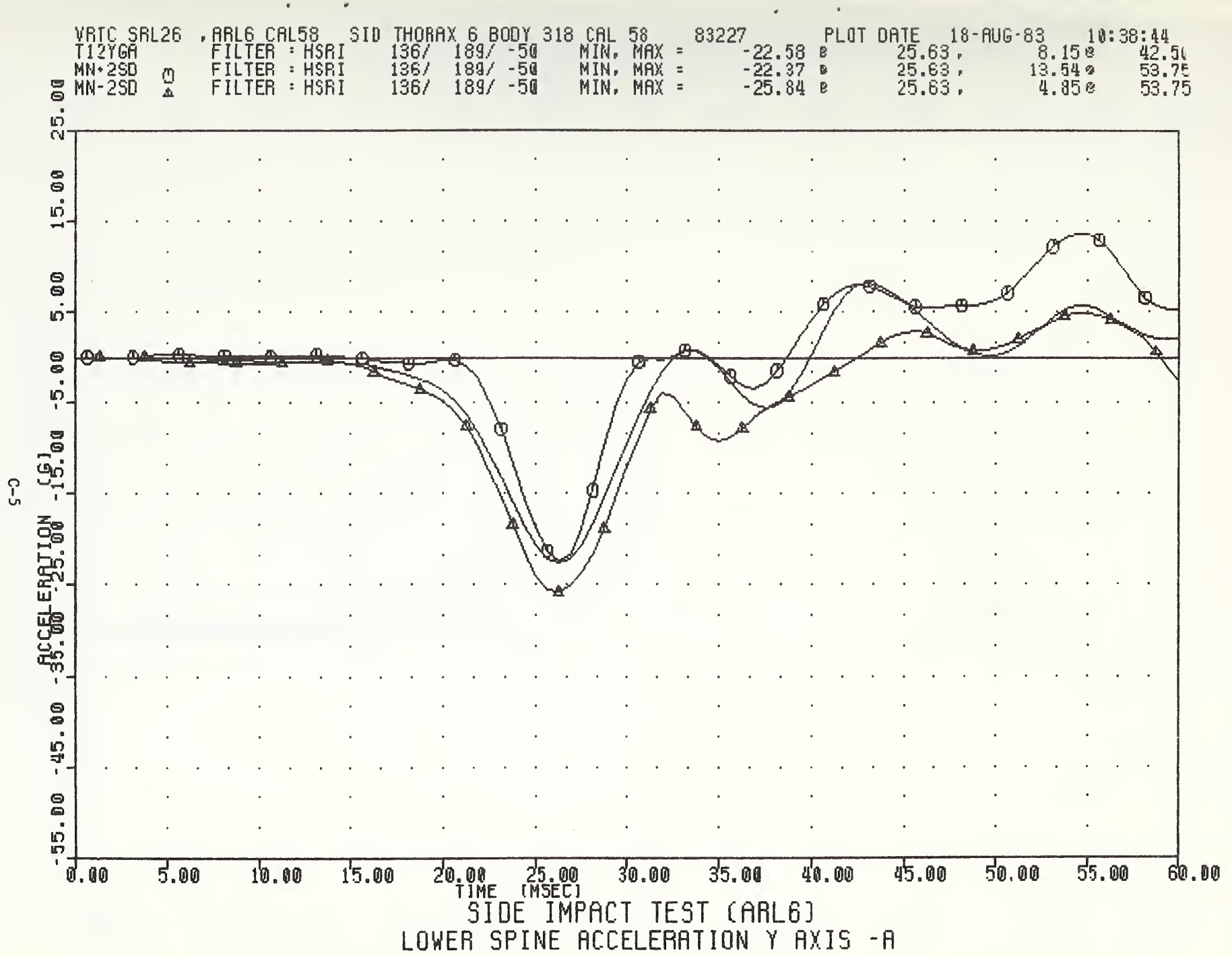


SIDE IMPACT TEST (ARL6)

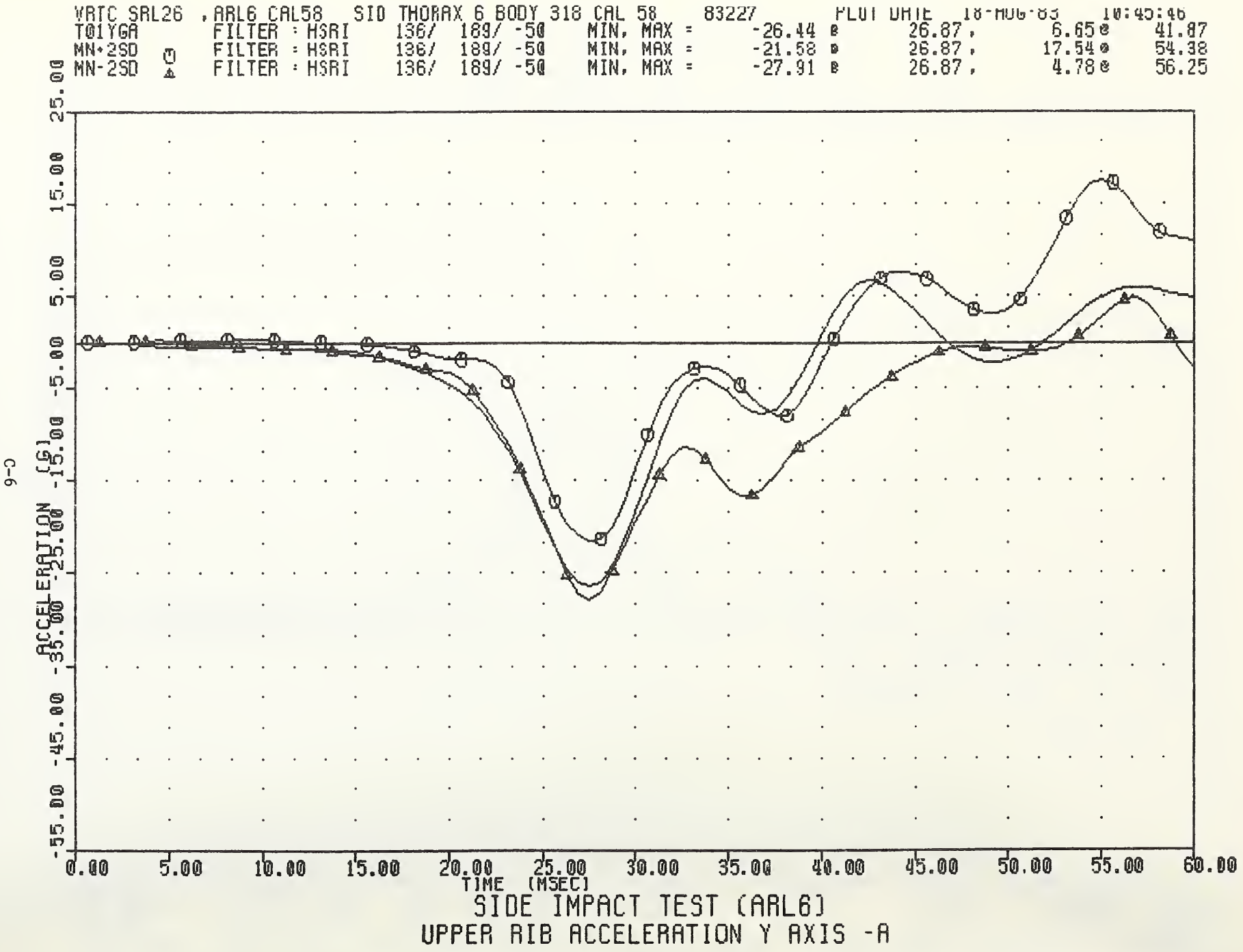
LEFT LOWER RIB ACCELERATION Y AXIS -1

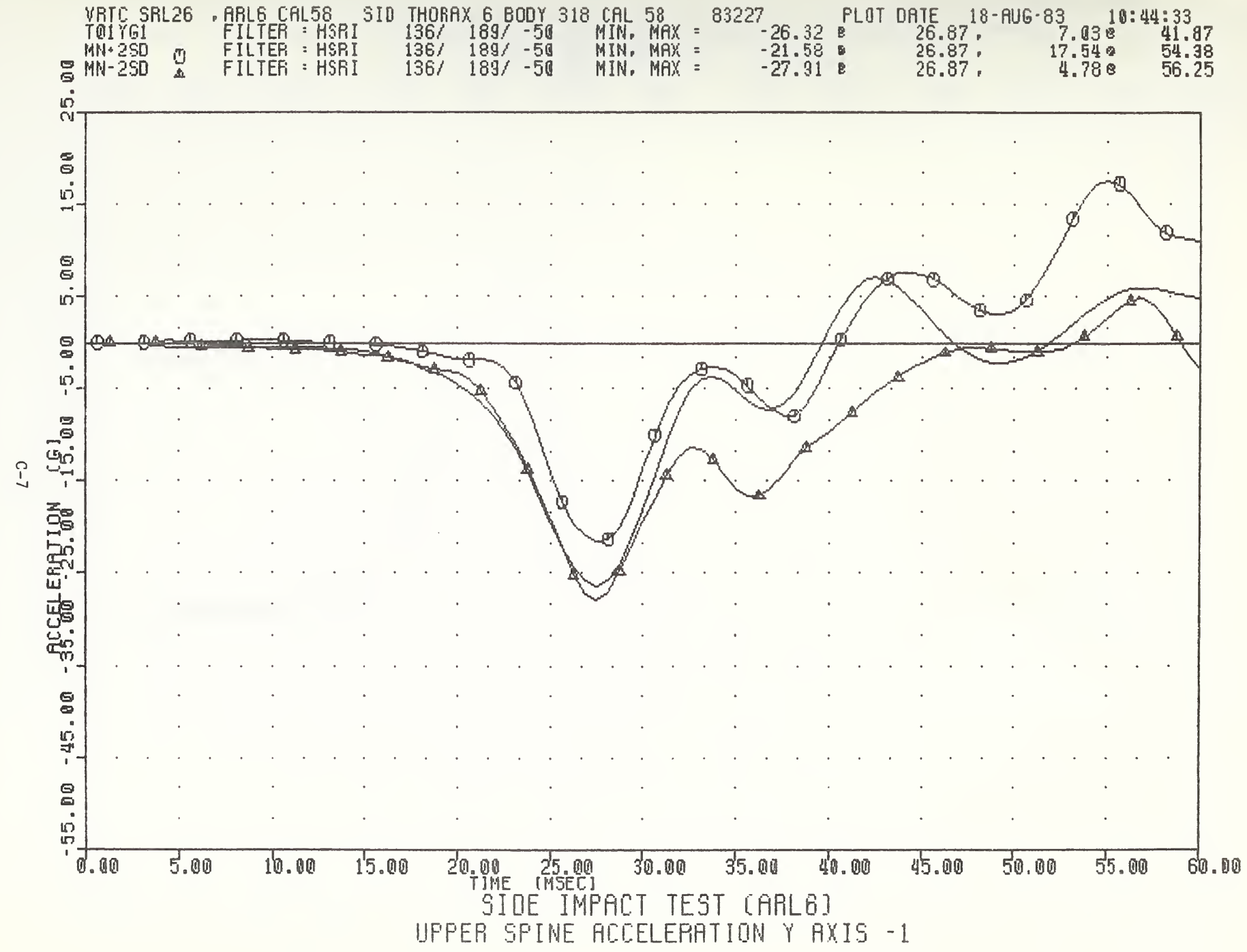

VRTC SRL26 , ARL6 CAL58 SID THORAX 6 BODY 318 CAL 58 83227 PLOT DATE 18-AUG-83 10:35:28
LLRYGA FILTER : HSRI 136/ 189/ -50 MIN, MAX = -44.39 @ 21.25, 12.36 @ 27.50
MN+2SD FILTER : HSRI 136/ 189/ -50 MIN, MAX = -37.66 @ 21.25, 19.00 @ 26.87
MN-2SD FILTER : HSRI 136/ 189/ -50 MIN, MAX = -52.52 @ 21.25, 2.94 @ 32.50
25.00
15.00
5.00
-5.00
-15.00
-25.00
-35.00
-45.00
-55.00
ACCELERATION (G)
0.00
5.00
10.00
15.00
20.00
25.00
30.00
35.00
40.00
45.00
50.00
55.00
60.00
TIME (MSEC)
SIDE IMPACT TEST (ARL6)
LEFT LOWER RIB ACCELERATION Y AXIS -A


VRTC SRL26 , ARL6 CAL58 SID THORAX 6 BODY 318 CHL 58 83227 PLOT DATE 18-AUG-83 10:37:07
T12YGI FILTER = HSRI 136/ 189/ -50 MIN, MAX = -22.66 @ 25.63 , 8.10 @ 42.50
MN+2SD FILTER = HSRI 136/ 189/ -50 MIN, MAX = -22.37 @ 25.63 , 13.54 @ 53.75
MN-2SD FILTER = HSRI 136/ 189/ -50 MIN, MAX = -25.84 @ 25.63 , 4.85 @ 53.75
25.00
15.00
5.00
-5.00
-15.00
-25.00
-35.00
-45.00
-55.00
ACCELERATION (G)
0.00
5.00
10.00
15.00
20.00
25.00
30.00
35.00
40.00
45.00
50.00
55.00
60.00
TIME (MSEC)
SIDE IMPACT TEST (ARL6)
LOWER SPINE ACCELERATION Y AXIS -1



SIDE IMPACT TEST (ARL6)
LOWER SPINE ACCELERATION Y AXIS -A


VRTC SRL26 , ARL6 CAL58 SID THORAX 6 BODY 318 CAL 58 83227 PLOT DATE 18-AUG-83 10:45:46
T01YGA FILTER : HSRI 136/ 189/ -50 MIN, MAX = -26.44 @ 26.87 , 6.65 @ 41.87
MN+2SD FILTER : HSRI 136/ 189/ -50 MIN, MAX = -21.58 @ 26.87 , 17.54 @ 54.38
MN-2SD FILTER : HSRI 136/ 189/ -50 MIN, MAX = -27.91 @ 26.87 , 4.78 @ 56.25
25.00
15.00
5.00
-5.00
-15.00
-25.00
-35.00
-45.00
-55.00
ACCELERATION (G)
0.00
5.00
10.00
15.00
20.00
25.00
30.00
35.00
40.00
45.00
50.00
55.00
60.00
TIME (MSEC)
SIDE IMPACT TEST (ARL6)
UPPER RIB ACCELERATION Y AXIS -A


VRTC SRL26 , ARL6 CAL58 SID THORAX 6 BODY 318 CAL 58 83227 PLOT DATE 18-AUG-83 10:44:33
T01YG1 FILTER : HSRI 136/ 189/ -50 MIN, MAX = -26.32 @ 26.87 , 7.03 @ 41.87
MN+2SD FILTER : HSRI 136/ 189/ -50 MIN, MAX = -21.58 @ 26.87 , 17.54 @ 54.38
MN-2SD FILTER : HSRI 136/ 189/ -50 MIN, MAX = -27.91 @ 26.87 , 4.78 @ 56.25
ACCELERATION (G)
25.00
15.00
5.00
-15.00
-25.00
-35.00
-45.00
-55.00
0.00
5.00
10.00
15.00
20.00
25.00
30.00
35.00
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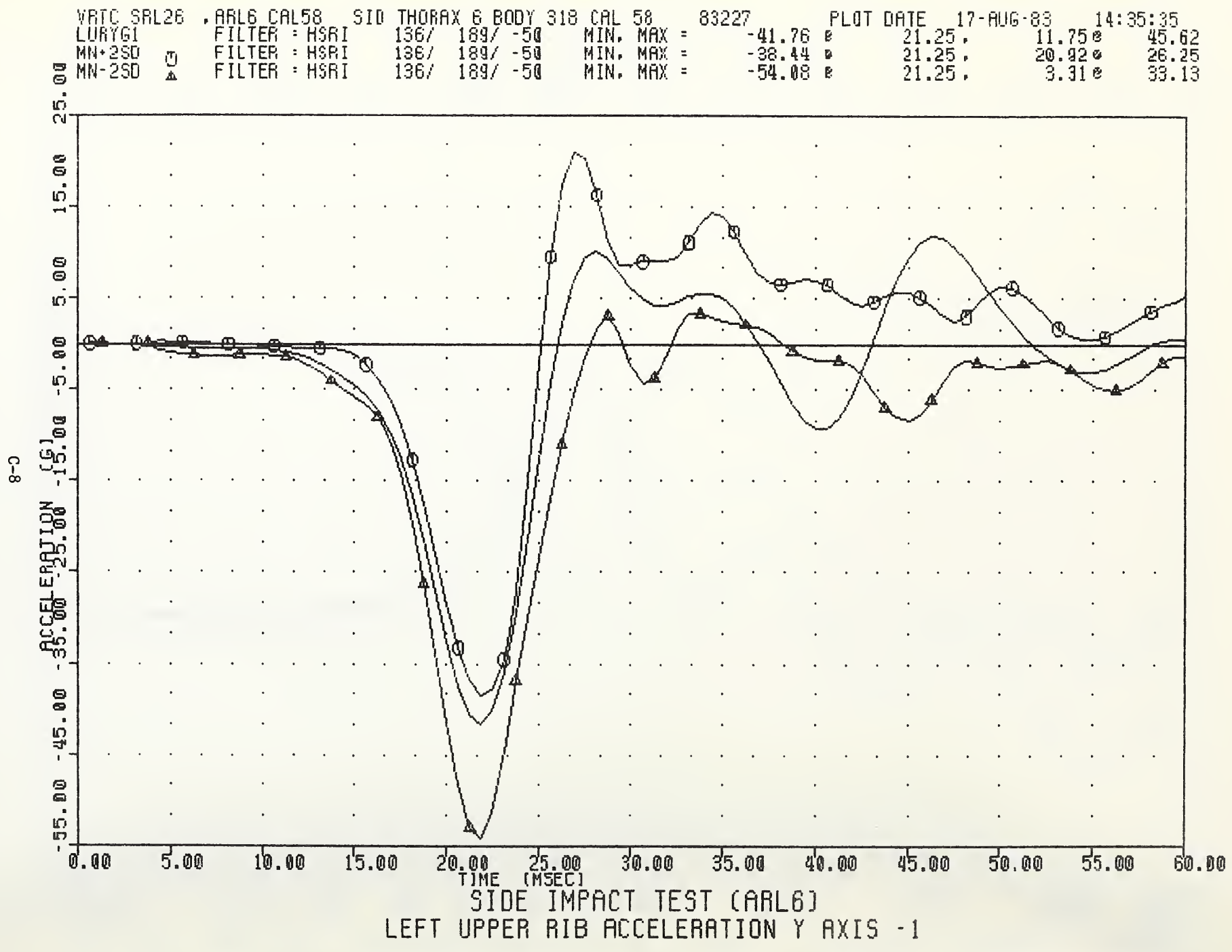
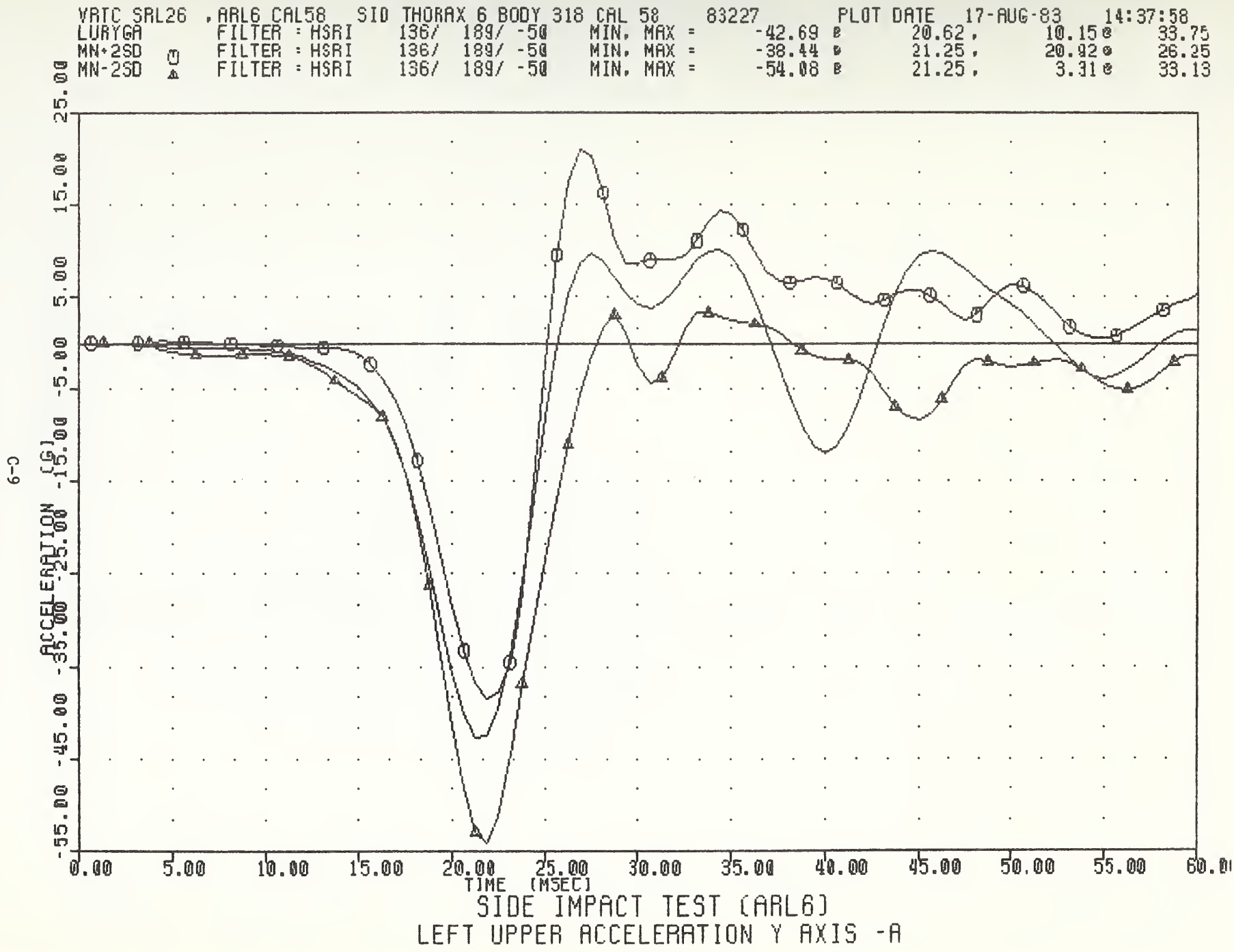
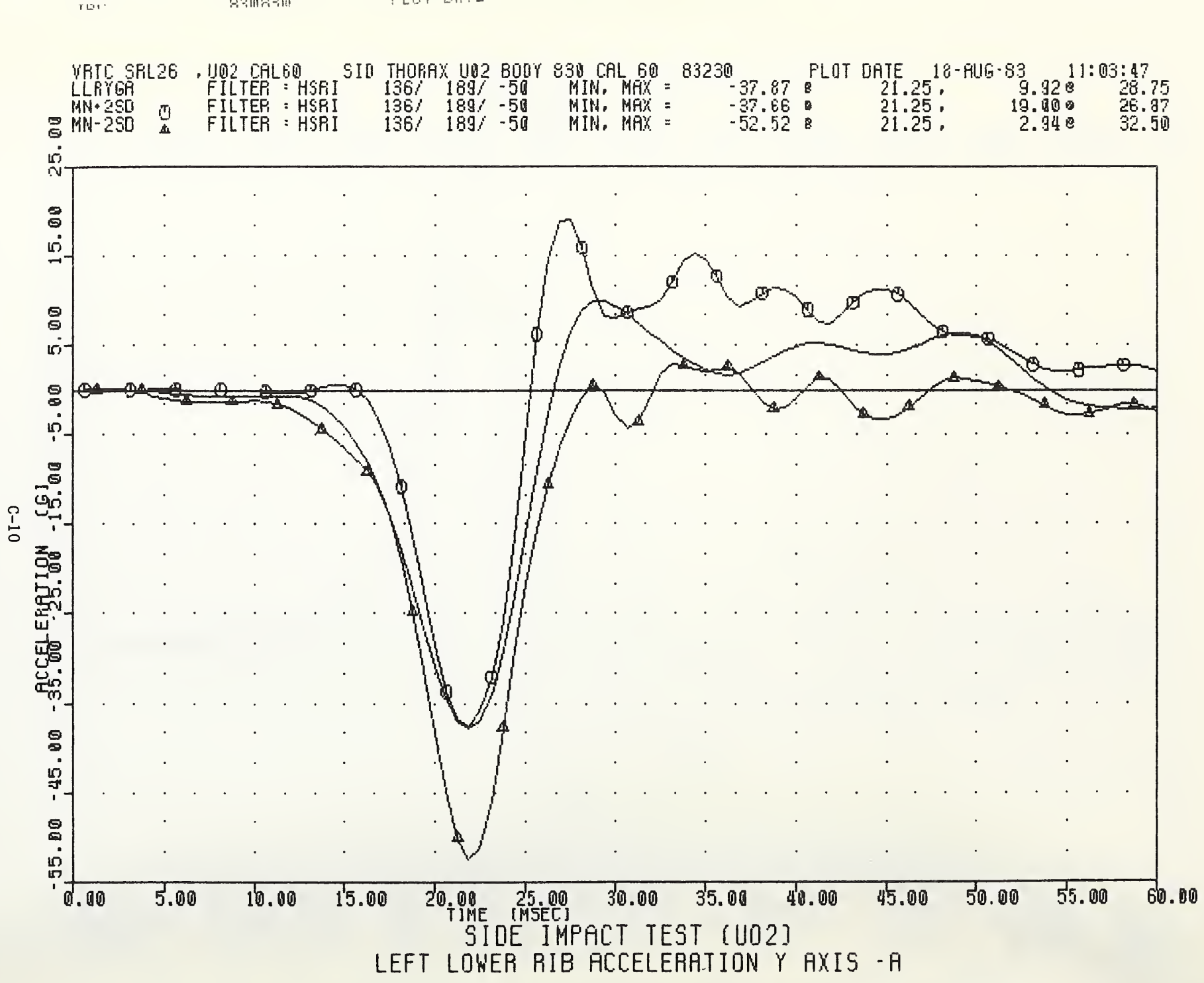
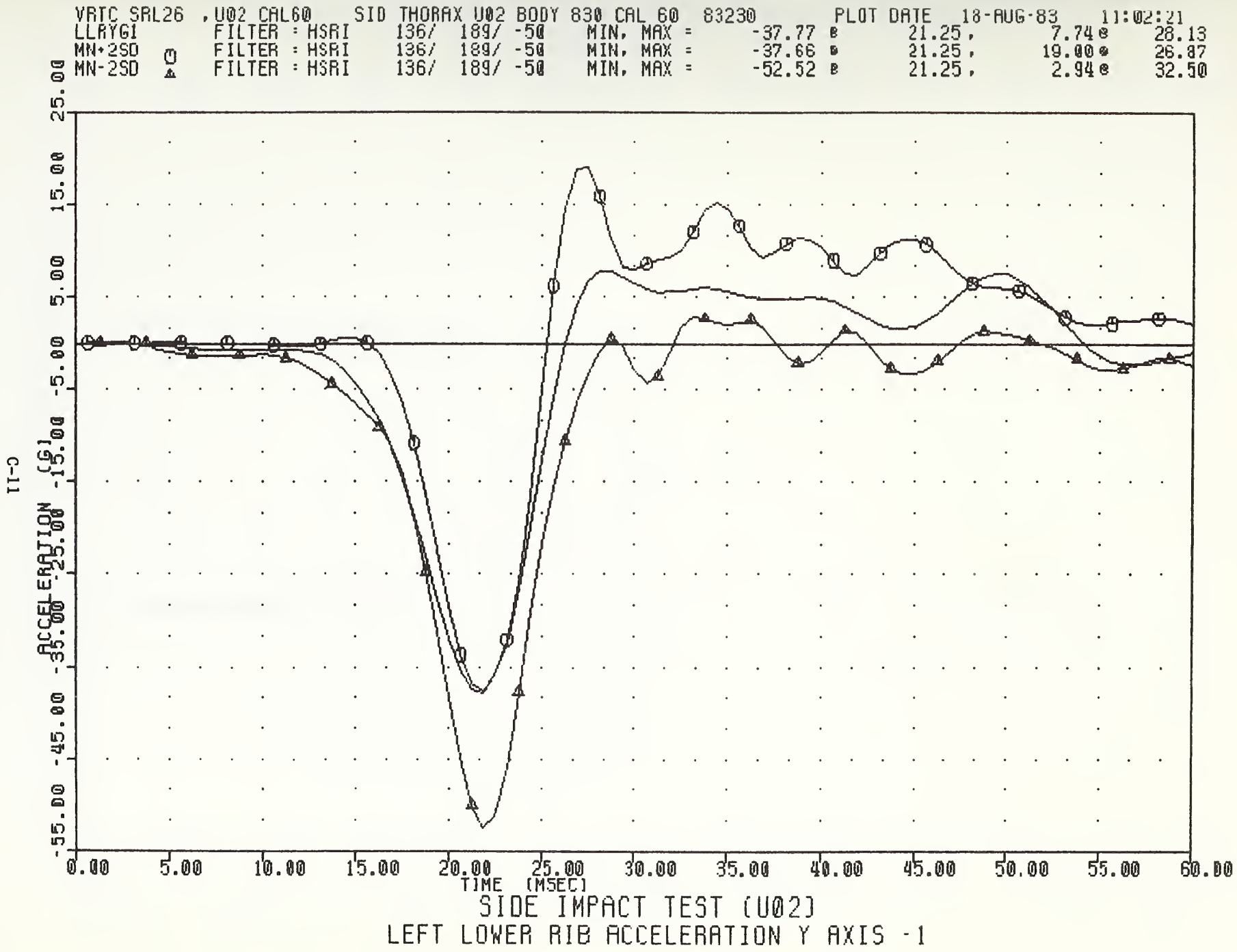
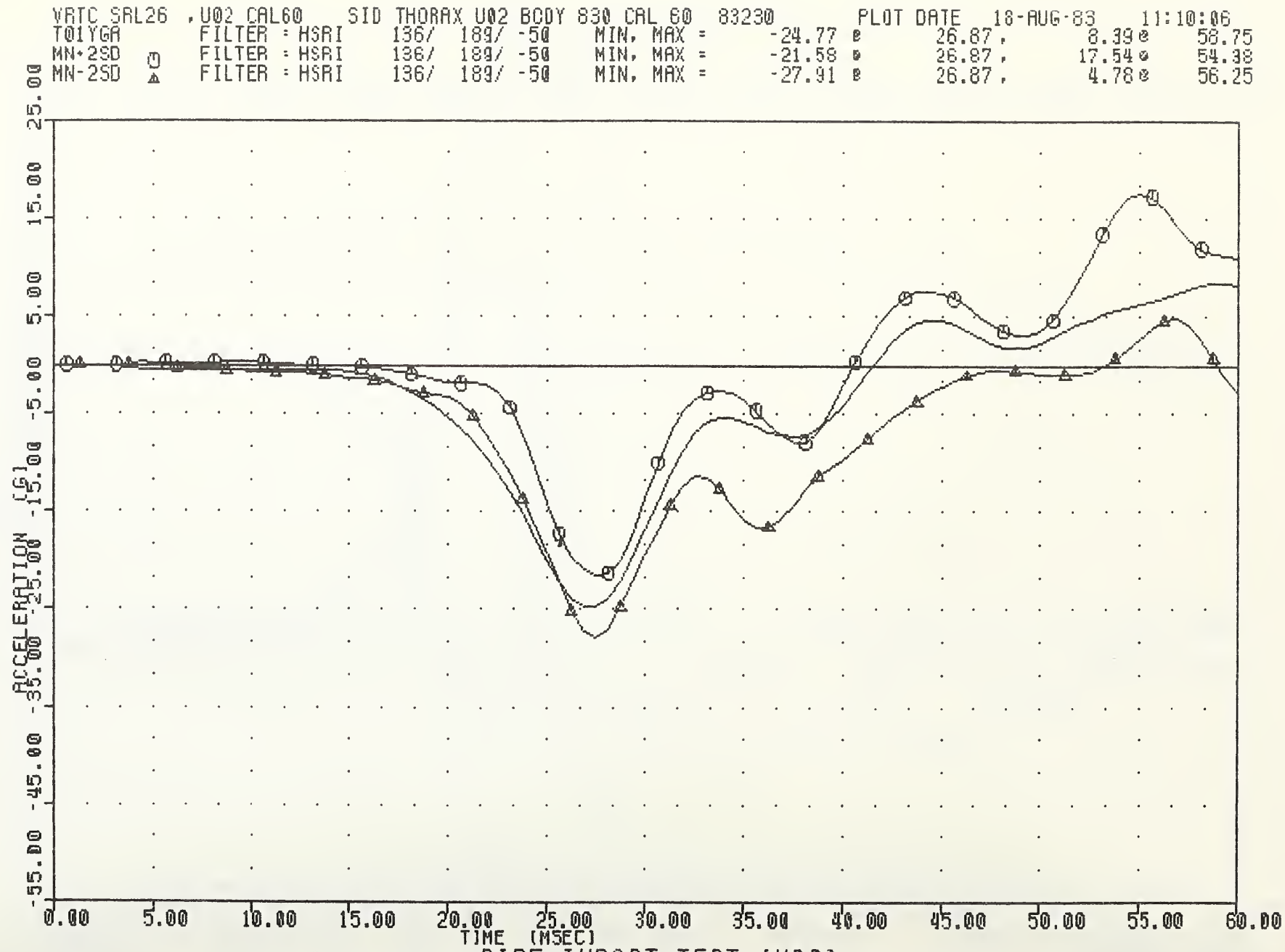
45.00
50.00
55.00
60.00
TIME (MSEC)
SIDE IMPACT TEST (ARL6)
UPPER SPINE ACCELERATION Y AXIS -1


VRTC SRL26 , ARL6 CAL58 SID THORAX 6 BODY 318 CAL 58 83227 PLOT DATE 17-AUG-83 14:35:35
LURYG1 FILTER : HSRI 136/ 189/ -50 MIN, MAX = -41.76 @ 21.25 , 11.75 @ 45.62
MN+2SD FILTER : HSRI 136/ 189/ -50 MIN, MAX = -38.44 @ 21.25 , 20.92 @ 26.25
MN-2SD FILTER : HSRI 136/ 189/ -50 MIN, MAX = -54.08 @ 21.25 , 3.31 @ 33.13
ACCELERATION (G)
25.00
15.00
5.00
-5.00
-15.00
-25.00
-35.00
-45.00
-55.00
0.00
5.00
10.00
15.00
20.00
25.00
30.00
35.00
40.00
45.00
50.00
55.00
60.00
TIME (MSEC)
SIDE IMPACT TEST (ARL6)
LEFT UPPER RIB ACCELERATION Y AXIS -1


VRTC SRL26 , ARL6 CAL58 SID THORAX 6 BODY 318 CAL 58 83227 PLOT DATE 17-AUG-83 14:37:58
LURYGA FILTER : HSRI 136/ 189/ -50 MIN, MAX = -42.69 @ 20.62 , 10.15 @ 33.75
MN+2SD FILTER : HSRI 136/ 189/ -50 MIN, MAX = -38.44 @ 21.25 , 20.92 @ 26.25
MN-2SD FILTER : HSRI 136/ 189/ -50 MIN, MAX = -54.08 @ 21.25 , 3.31 @ 33.13
ACCELERATION (G)
25.00
15.00
5.00
-5.00
-15.00
-25.00
-35.00
-45.00
-55.00
0.00
5.00
10.00
15.00
20.00
25.00
30.00
35.00
40.00
45.00
50.00
55.00
60.00
TIME (MSEC)
SIDE IMPACT TEST (ARL6)
LEFT UPPER ACCELERATION Y AXIS -A

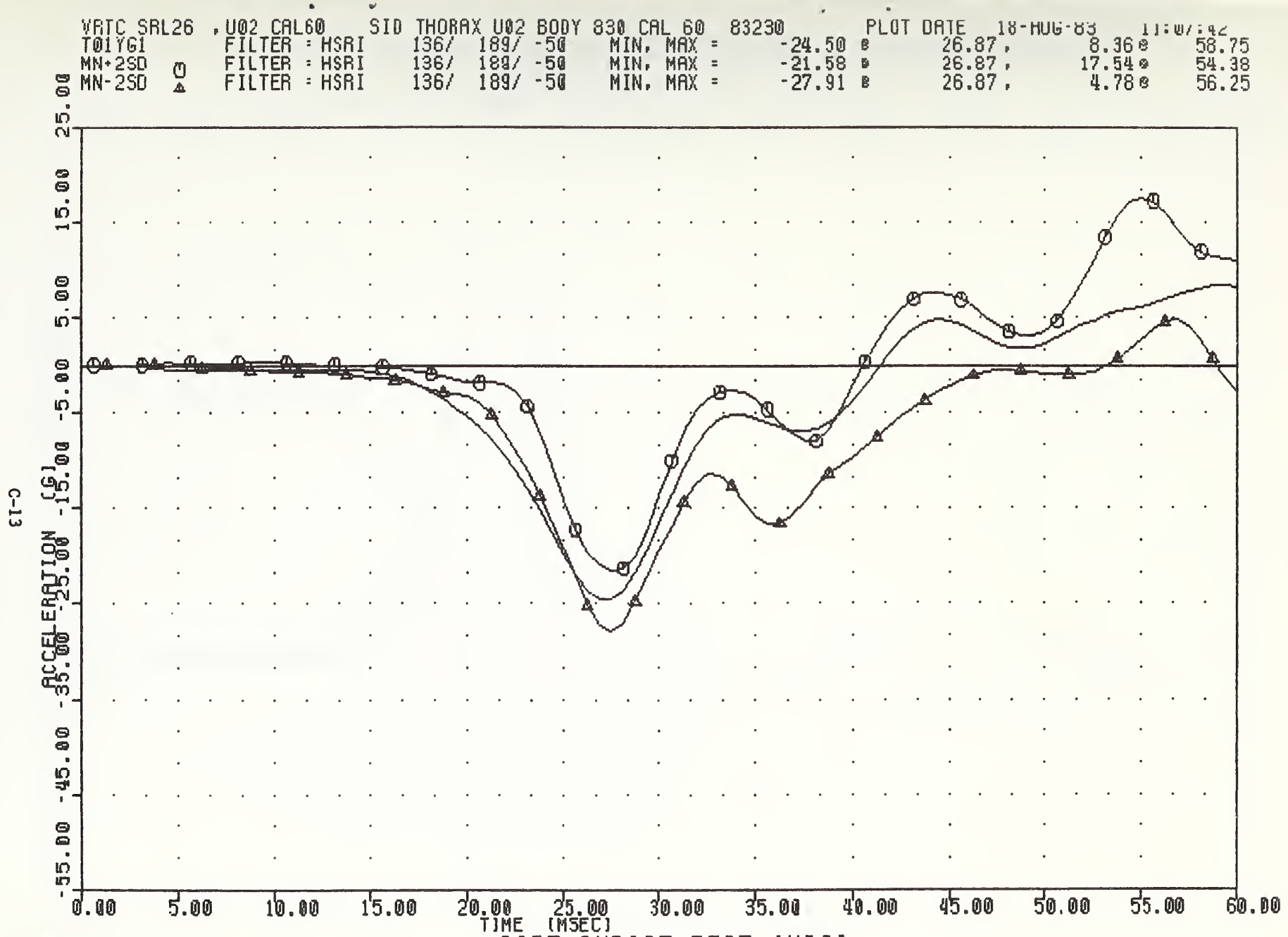

VRTC SRL26 ,U02 CAL60 SID THORAX U02 BODY 830 CAL 60 83230 PLOT DATE 18-AUG-83 11:03:47
LLRYGA FILTER : HSRI 136/ 189/ -50 MIN, MAX = -37.87 @ 21.25 , 9.92 @ 28.75
MN+2SD FILTER : HSRI 136/ 189/ -50 MIN, MAX = -37.66 @ 21.25 , 19.00 @ 26.87
MN-2SD FILTER : HSRI 136/ 189/ -50 MIN, MAX = -52.52 @ 21.25 , 2.94 @ 32.50
ACCELERATION (G)
25.00
15.00
5.00
-5.00
-15.00
-25.00
-35.00
-45.00
-55.00
0.00
5.00
10.00
15.00
20.00
25.00
30.00
35.00
40.00
45.00
50.00
55.00
60.00
TIME (MSEC)
SIDE IMPACT TEST (U02)
LEFT LOWER RIB ACCELERATION Y AXIS -A


VRTC SRL26 ,U02 CAL60 SID THORAX U02 BODY 830 CAL 60 83230 PLOT DATE 18-AUG-83 11:02:21
LLRYGI FILTER : HSRI 136/ 189/ -50 MIN, MAX = -37.77 @ 21.25, 7.74 @ 28.13
MN+2SD FILTER : HSRI 136/ 189/ -50 MIN, MAX = -37.66 @ 21.25, 19.00 @ 26.87
MN-2SD FILTER : HSRI 136/ 189/ -50 MIN, MAX = -52.52 @ 21.25, 2.94 @ 32.50
ACCELERATION (G)
25.00
15.00
5.00
-5.00
-15.00
-25.00
-35.00
-45.00
-55.00
0.00
5.00
10.00
15.00
20.00
25.00
30.00
35.00
40.00
45.00
50.00
55.00
60.00
TIME (MSEC)
SIDE IMPACT TEST (U02)
LEFT LOWER RIB ACCELERATION Y AXIS -1



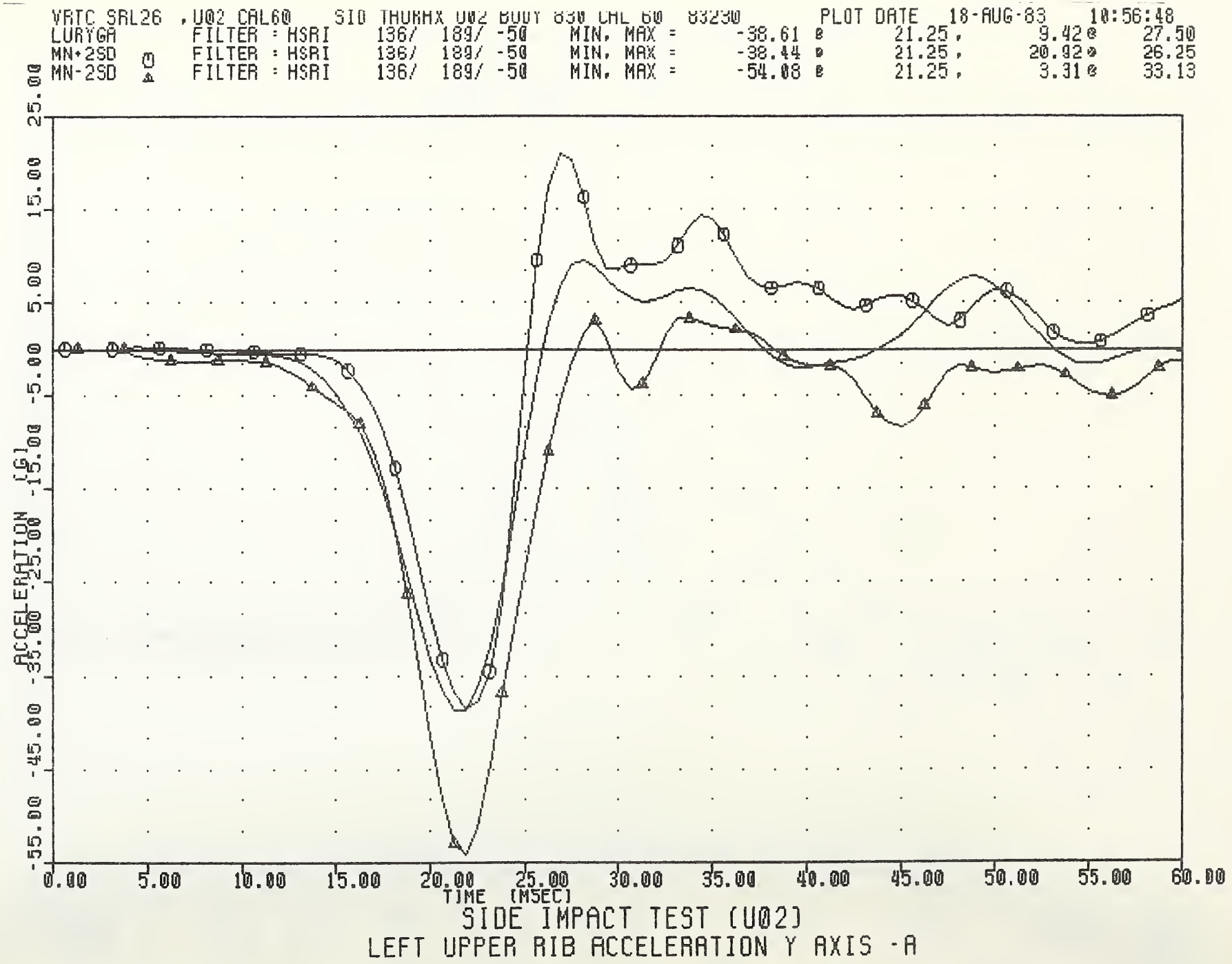
SIDE IMPACT TEST (U02)

UPPER SPINE ACCELERATION Y AXIS -A



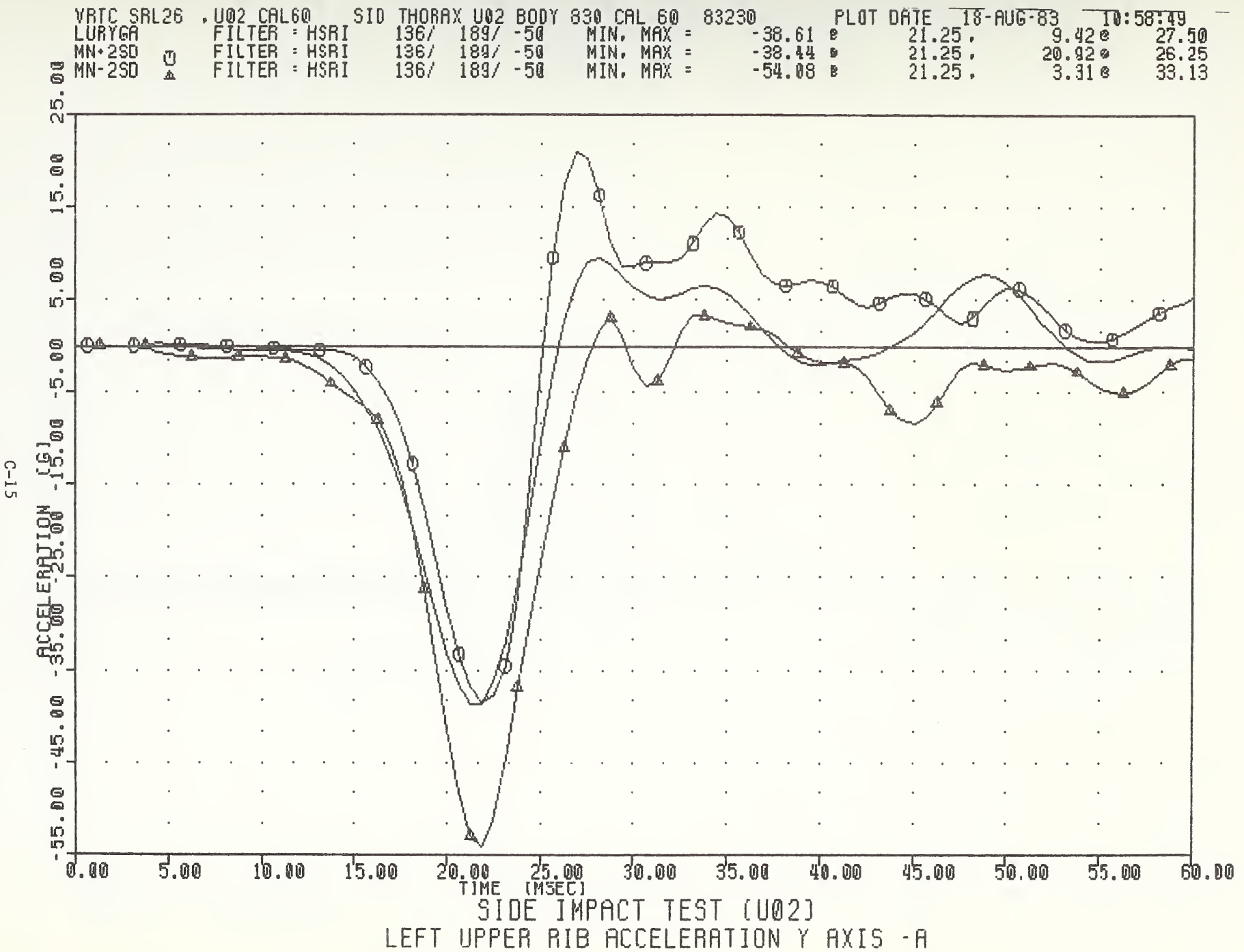
SIDE IMPACT TEST (U02)

UPPER SPINE ACCELERATION Y AXIS -1



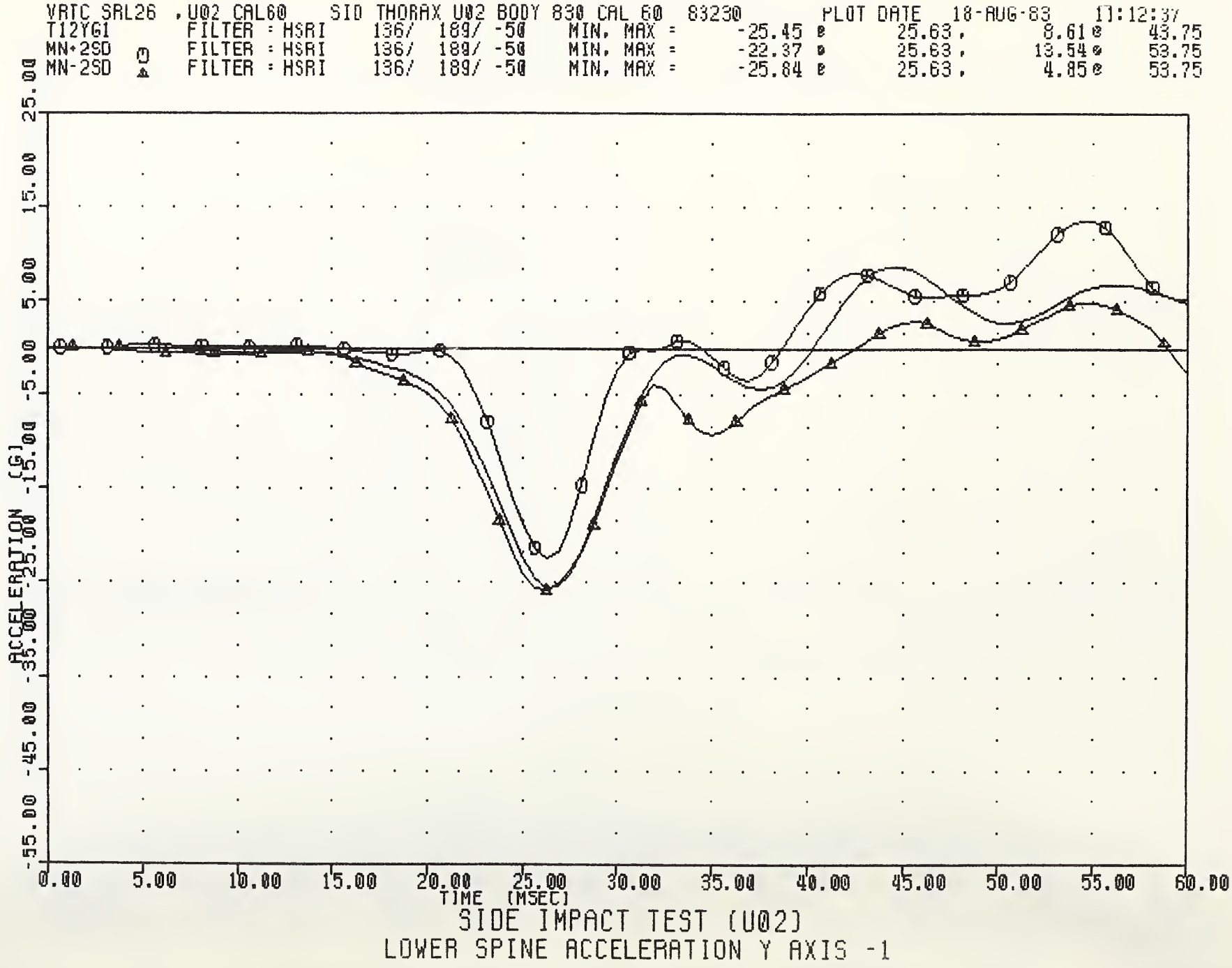
SIDE IMPACT TEST (U02)

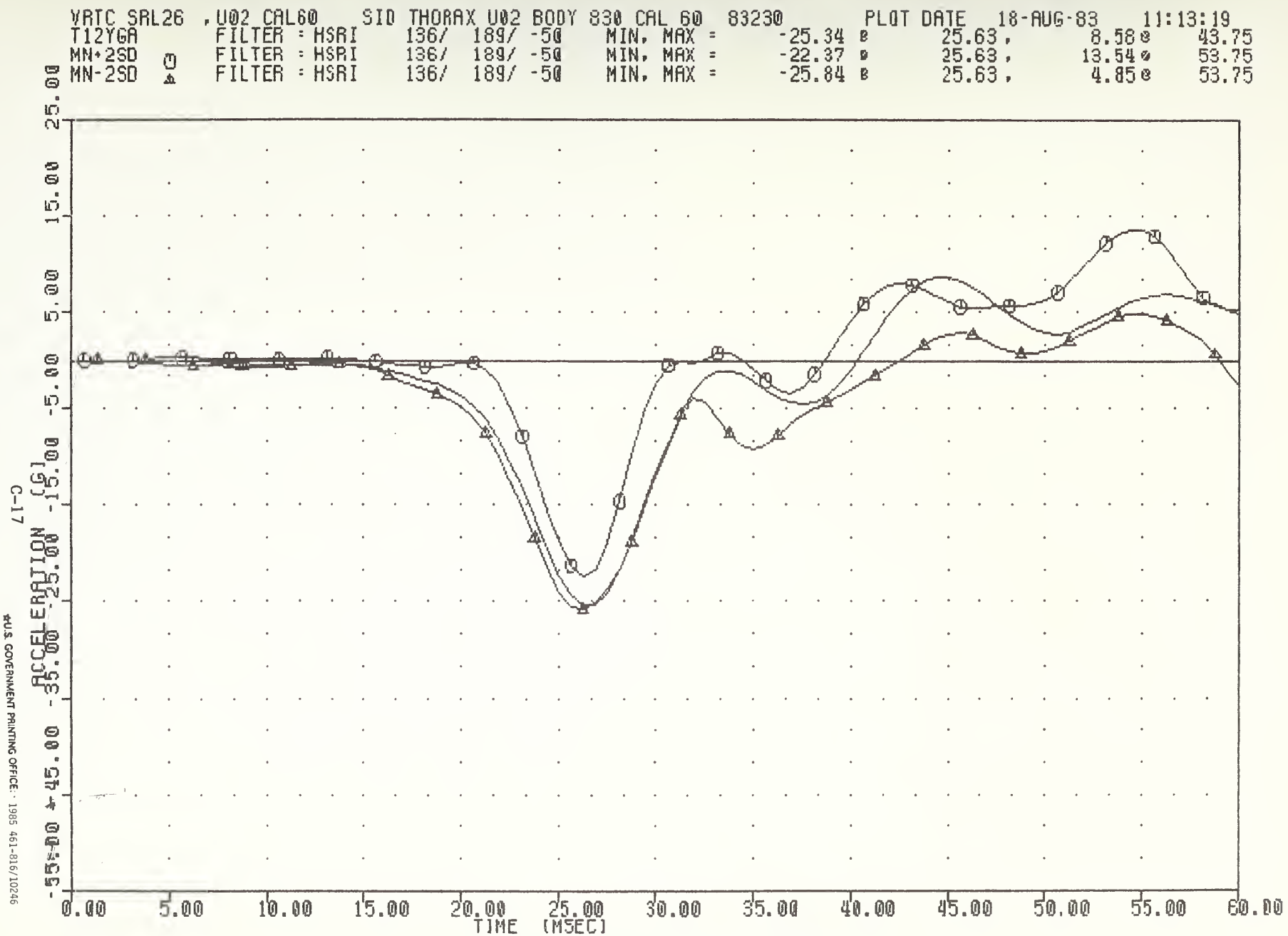
LEFT UPPER RIB ACCELERATION Y AXIS -A



SIDE IMPACT TEST (U02)

LEFT UPPER RIB ACCELERATION Y AXIS -A


VRTC SRL26 ,U02 CAL60 SID THORAX U02 BODY 830 CAL 60 83230 PLOT DATE 18-AUG-83 11:12:37
T12YG1 FILTER : HSRI 136/ 189/ -50 MIN, MAX = -25.45 @ 25.63, 8.61 @ 43.75
MN+2SD FILTER : HSRI 136/ 189/ -50 MIN, MAX = -22.37 @ 25.63, 13.54 @ 53.75
MN-2SD FILTER : HSRI 136/ 189/ -50 MIN, MAX = -25.84 @ 25.63, 4.85 @ 53.75
25.00
15.00
5.00
-5.00
-15.00
-25.00
-35.00
-45.00
-55.00
ACCELERATION (G)
0.00
5.00
10.00
15.00
20.00
25.00
30.00
35.00
40.00
45.00
50.00
55.00
60.00
TIME (MSEC)
SIDE IMPACT TEST (U02)
LOWER SPINE ACCELERATION Y AXIS -1



SIDE IMPACT TEST (U02)

LOWER SPINE ACCELERATION Y AXIS -A

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Stultz, J.

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